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|--------------------|--------------|------------------|-----------------|
| 7.00 a.m. | 7.10 a.m. | | |
| 7.20 " | " 8.20 " | every 15 minutes | } Stop- ping |
| 8.00 " | " 8.30 " | " 10 " | |
| | 8.30 " | | Zon Stop |
| | 8.37 " | | Stopping |
| | 8.47 " | | Non Stop |
| | 8.54 " | | Stopping |
| | 9.01 " | | Non Stop |
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| | 9.11 " | | Stopping |
| | 9.20 " | | Stopping |
| 9.30 a.m. to 11.00 | " 11.00 " | every 10 minutes | } Stop- ping |
| 11.30 " | " 12.30 p.m. | " 15 " | |
| | 12.40 " | | Non Stop |
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| | 12.57 " | | Non Stop |
| | 1.04 " | | Stopping |
| | 1.13 " | | Non Stop |
| | 1.80 " | | Stopping |
| 1.30 p.m. to 4.00 | " 4.00 " | every 10 minutes | } Stop- ping |
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| | 6.47 " | | Stopping |
| | 6.57 " | | Non Stop |
| | 7.04 " | | Stopping |
| | 7.13 " | | Non Stop |
| | 7.29 " | | Stopping |
| | 7.50 " | | Non Stop |
| | 7.37 " | | Stopping |
| | 7.47 " | | Non Stop |
| | 7.54 " | | Stopping |
| | 8.03 " | | Non Stop |
| | 8.10 " | | Stopping |



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NEW GERMAN CHANCELLOR.

HERR STRESEMANN'S CAREER.

THE MAN AND HIS TASK.

[FROM "THE TIMES" CORRESPONDENT.]

BERLIN, August 13th.

Dr. Gustav Stresemann has long been a candidate for the office of Chancellor, though it is more than doubtful whether he ever imagined himself accepting it in such difficult circumstances. His predecessor disappears after reducing the fabric of the State almost to ruins, and has bequeathed him as heavy a task as ever Chancellor had to face, even in the last stages of the war. To solve the problems of the Ruhr, of reparations, of State insolvency, and of an impossible currency at a period of heightened social unrest must require qualities of a very high order.

The task certainly calls for optimism, and that, fortunately, is Dr. Stresemann's chief characteristic. His outlook is governed by the thing ahead, his efforts manifestly always at full strength to attain it. The reflective aspect of politics has never appeared to have any attraction for him, and he shows little inclination to be guided by the past. An almost ruthless *Drang* can be seen running through his policy as that of a man who, in his own words, is "marching forward over the graves."

Already some wonder is expressed in many quarters that a man can be found to take on a task which bears in itself every promise of defeat, all the elements of personal danger, and no great reward for success. Ambition may have carried Dr. Stresemann to the threshold of the Chancellorship, but it must in his case have needed considerable courage to cross it. He had not reached his present eminence in political affairs at the bitterest time in their history without making enemies. He has them in both extreme camps, among the irreconcilables of the Nationalists and the Communists. The former not long ago began openly to threaten him with the fate of Erzberger if he should further lend his influence to a settlement by understandings. They did not influence him one hair's breadth. The Communists are threatening him, today, but their threats have not affected his prospective programme.

A READY WIT.

Of other useful qualities the new Chancellor brings with him to smooth the rough path of his new office there may be mentioned originality, clarity, and energy. It might be expected that one who was so little inclined to be influenced by tradition must set up and justify some other standard. Originality has always been the distinctive feature of Dr. Stresemann's career. In his early days, when he went campaigning for the National Liberal Party in Saxony, he nearly wrecked his chances at the outset. He said he would "step out of the pattern," as the older members of the party complained. His readiness of wit in public meetings, his quickness to seize a new idea, and even to commit his party to it, were then strange and intolerable to German politicians. They are strange to-day, because few German politicians have the elasticity to embrace them, but they are not undervalued by many speakers who envy Dr. Stresemann his readiness of retort.

The verbal rapier is not a weapon suitable to the heavy German temperament, but when it comes to an exchange of wit, Dr. Stresemann wields a very lively *Schlagzeug* as his opponents have good reason to know. He is one of the few speakers who can really hold the Reichstag as Mr. Winston Churchill—the comparison is inevitable—can hold the House of Commons. Were there more like him the Reichstag might become a debating assembly and cease to be a mere lecture hall—to its great advantage.

To his qualities as an original speaker Dr. Stresemann adds the gift of clarity. His speeches and articles have been voluminous, and they leave no doubt as to where he stands. He has the gift of presenting his ideas in an orderly manner that greatly adds to their intrinsic value—due perhaps to his long training as an industrial organizer. With this goes great personal energy. His march forward is done at a bustling pace. Briskness and action are expressed in every line of his square figure, the impression perhaps being heightened by the blue, cooler suits and the glint of auburn hair as he dashes through the lobbies of the Reichstag.

MUCH CRITICISM.

Such a personality does not move in German political life without criticism, and it has never been gentle or sparing in his case. Success did not spoil him—it was not allowed to. Since the days when he took a hand—so it is said—in bringing down Herr von Bethmann Hollweg in the war, his opponents have accused him of being a thruster, a self-seeker, and a trimmer. Political life in Germany, and especially in Berlin, is not as a rule, skim the dress from its epithets, and it had plenty for Dr. Stresemann, even before the war, when he represented the Left Wing of the National Liberals.

He was a great deal too liberal for the liking of a good many of his associates. It has been his fate to have every standpoint he has ever adopted criticized and analysed with an almost metaphysical scrutiny. He is in principle a monarchist, but would not have the monarchy return unless by the constitutional consent of the German people. This did not prevent him on a famous occasion from sending, on behalf of his party, a highly coloured telegram to the ex-Kaiser at Doorn.

His views on Socialism, which he would associate with citizenship in support of the modern State, were criticized by Socialists and *bourgeois* alike, so, too, his association with Stinnes, whose puppet he is often said to be. The critics have for years accused him of trimming his sails to the wind currents of popular opinion, and there are so many incidents

in his career to give colour to the accusation that it has become a legend. But those who have observed him in more recent time are inclined to the opinion that he has lately acquired deeper and more permanent views and is less swayed by the attractive course than he used to be.

A PARLIAMENTARIAN.

It would be useless and unkind to survey his chances of success in this, the last attempt to govern Germany by Parliamentarianism. It is at least being made by a sincere believer in Parliamentary government on the English model. The new Chancellor will not lack good wishes in the task he has undertaken, though whether they will be transformed into physical support when the struggle comes must remain to be seen.

Dr. Stresemann was born on May 10th, 1878, in Berlin. He studied history and political economy at the Universities at Berlin and Leipzig, and devoted the next few years of his life to organizing industry. He founded the Union of Saxon Industrialists and was for many years its secretary. He became associated with the National Liberal Party, and was first returned to the Reichstag in 1907. With a brief interval, 1913-14, his Parliamentary career has been unbroken. On the death of Bassermann in 1917 he became leader of the party. During the war he pursued strong annexationist aims, and when these hopes had fallen to the ground after the defeat and collapse of the German armies and the outbreak of the Revolution, he resisted the temptation to go over with his party to the Democrats and the German People's Party came into being. Under his leadership it has become perhaps the most serious force in German political life, largely by its association with the great industrialists. In later years his personality has had the effect of somewhat dividing it so that there is now a right, or Stinnes, wing, and a left, or Stresemann, wing. In the present crisis, however, the tendency seems towards cohesion.

THE AMERICA CUP.

SIR T. LIPTON'S FIFTH
CHALLENGE.

Sir Thomas Lipton, who left Liverpool for New York on August 11th, on the White Star liner *Cedric*, announced that he had definitely decided to make a challenge for the America Cup in 1925. "It is a pity that the cup should remain in America now that they have nothing to fill it with," he added. "The yacht Sir Thomas proposes to sail in the 1925 race is to be built in Gt. Britain; but the question of its design is still under consideration."

This will be his fifth attempt to win the cup. "I have always been licked fairly and squarely," said Sir Thomas, "and the Americans have treated me well." Sir Thomas has gone to New York to see that everything is ready for the return of the *Shamrock*, with which he intends to compete in the home regattas next year.

KING'S PRIZEMAN.

Capt. Ernest H. Robinson, late Royal Air Force, in this year's King's Prizeman, and winner of the gold medal and gold badge in the National Rifle Association competition at Bisley. By profession Capt. Robinson is a journalist.

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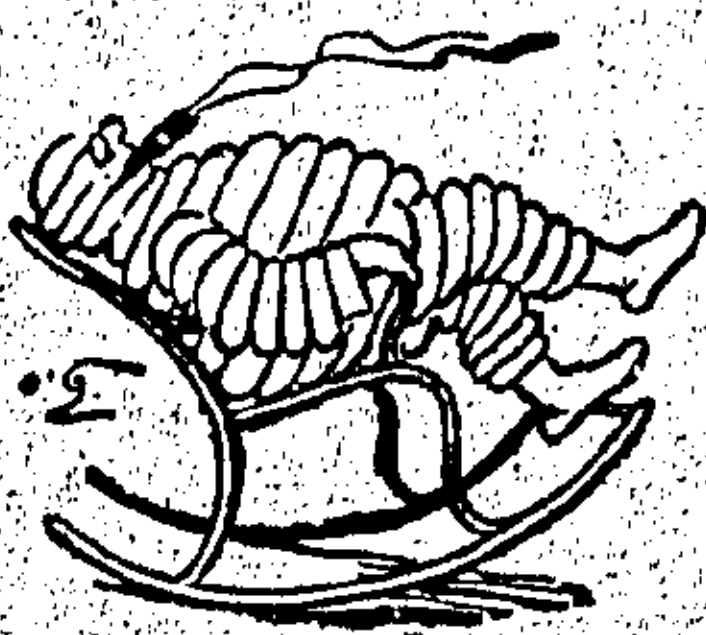
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THE MARK AND THE ROUBLE.

GERMANY AND A NEW CURRENCY.

The City Correspondent of the Observer

writes in the latest issue to hand:—

The mark has surpassed all previous records in violent fluctuations during the past week. Although it has not yet approached the depth reached by the Russian rouble, which at the end of 1922, before its disappearance from the list of quoted currencies, was as low as 220,000,000 to the £—it has become for all practical purposes just as valueless as a medium of exchange.

The original Russian currency was made exchangeable in 1922 into a new rouble at the rate of 100,000 to the £. At the beginning of 1923 another currency was introduced, 1,000,000 of the old roubles being made equivalent to one new rouble. The last issue of roubles having suffered, like its predecessors, from continuous depreciation, the State bank a few months ago issued notes based on gold, the unit being one gold Tchervonetz, equivalent to 1,275 of the 1923 roubles. It may be mentioned that this is a State bank note issue and not a Government currency, but in trading circles it is naturally preferred to the rouble because of its 50 per cent. gold backing.

The vicissitudes of the rouble afford some indication of what may happen to the mark. During the past week the quotation has been as low as 20,000,000 to the £, but a remarkable rally on Friday to 9,000,000 to the £ gave rise to the view that Germany still has the mark to some extent under control, though the further relapse yesterday to 17,000,000 to the £, does not seem to support this view.

In spite of a denial from Germany, the belief is strongly held in some quarters in the City that a new currency will be eventually established side by side and exchangeable with the old. A stable measure of value is urgently required by the German population, and the proposal to issue a gold loan of a nominal amount of 500,000,000 gold marks (£25,000,000) is therefore interesting. Apparently, the French Government is raising objections to the issue of any such loan, but it is obvious that if it should be possible to issue only a proportion of the nominal amount of the entire paper currency of Germany, the present rate of exchange would be absorbed. Such an outcome is hardly conceivable, but even a measure of success would result in the replacing of the mark to some extent by the bonds of the loan, which would be used as a temporary currency.

However, this is pure speculation, and it is difficult to see that anything really effective can be done until the political situation has been cleared up.

The tremendous deficits on the German budgets have so far been adjusted by the output of Treasury bills, which, when discounted, have necessitated the printing of equally large quantities of paper marks. The support of passive resistance on the Ruhr makes further large calls on the Treasury, so that matters are going from bad to worse.

WASTING MONEY.

Truth says:—In their report the Committee on Public Accounts tell the Board of Trade, in effect, that it ought to be ashamed of itself for devoting the taxpayers' money to paying a pension of £250 a year to a clerk dismissed the service and sentenced to three months' imprisonment for embezzlement. Private citizens would not so reward servants who steal their money. The Office of Works is criticised for its defective co-ordination between its different branches, as shown by the payment of rent for a building at Pontypool for seven years after it had been given up, and for the payment of over £12,000 for additional work on a tender which was originally only £930.

Three departments were concerned in a transaction by which a factory was handed over to the Ministry of Labour. There were stores worth £17,000 in the building, but none of the departments concerned had those stores entered up in their ledgers. The Air Ministry comes in for a good deal of criticism. It apparently made a present of £10,000 to a Dominion without Treasury authority, and it is reported for cancelling an old contract and making a new one on a higher basis. The Air Force administration, or lack of it, is illustrated also by an interesting tale of two typewriters hired for £2. 10s. a month, for which rent was paid for one year and two years respectively after the necessity for hiring had ceased, the amount of public money frittered away being £120.

That, however, is a mere fleabite. The tale of the tug which could have been purchased for £9,000, for which £15,000 was paid in hire and which had to be purchased in the end for £9,000 in order to save the cost of refitting has been told before. The loss of £227,000 on the coal purchases by the Mines Department of the Board of Trade is another old story. Then there is the debt of over £1,000,000 to the Government over its deal in flax. What the loss will be is not yet known, but it is bound to be considerable, and this result is attributed to the failure of the Board of Trade to convene in writing an important decision to the Advisory Committee. Again, there is the matter of the subsidy under which £230,418 has been paid to the British-Italian Corporation for which the British Government has got nothing. The Committee's business is merely to criticise and elucidate, and it is left for Parliament to call the parties responsible to account; so, of course, nothing will be done.

According to Mr. Henry Morgenthau, former United States Ambassador to Turkey, British, and not American, interests have control of the so-called Chester concession in Mesopotamia. As he understood it, he declared at the Institute of Politics, Admiral Chester never had American capital behind him. He had been used as a figure-head in the negotiations.

NEW BRITISH HEAD OF THE B. A. T.

SIR H. CUNLIFFE-OWEN'S
APPOINTMENT.

The new Tobacco King is Sir Hugo Cunliffe-Owen, who has succeeded Mr. J. B. Duke, an American, as chairman of the British-American Tobacco Company. It has been suggested that the appointment of Sir Hugo represents a valuable British point at the expense of America, and that British interests are still further strengthened by the alleged controlling power of the Imperial Tobacco Co. over the British-American Co. Sir Hugo Cunliffe-Owen, however, has explained in an interview that wrong conclusion had been drawn from purely accidental circumstances.

"There has been no fight for control at all," he said, "Mr. Duke has been a great friend of us all for many years, and we are all sorry he has retired. But for some years he has been expressing a desire to retire in order to enjoy a little leisure. We have always asked him to stay on, but now he prefers to get the leisure to which he is so thoroughly entitled after his busy career."

"There is no question whatever of any fight for control. Our whole organisation consists of Americans and Englishmen, who work side by side on terms of the greatest friendship and goodwill. Our three vice-chairmen are all Americans, and my succession to the office held by Mr. Duke is the natural result of my work for 15 or 16 years as vice-chairman. I deplore the drawing of wrong inferences from a quite simple change that has no significance whatever, and certainly cannot disturb the harmony that exists. Whatever feud may have been in existence 20 years ago, consequent on the enterprise of Mr. Duke and the reply of the British companies, is dead and buried. We are all firm friends now."

"What is the relation of the Imperial Tobacco Company to the British-American?" Sir Hugo was asked.

"The Imperial," he replied, "owns a large block of shares in the British-American."

"Would it be correct to call it a controlling interest?"

"Well, it all depends on the meaning of the term 'controlling interest.' The Imperial simply has a large block of shares in the British-American."

"Which will always speak for itself?"

"Exactly."

READING A BALANCE SHEET.

Can you read a balance-sheet? (asks an Accountant, writing in the *Pull Mail Gazette*). The way in which the assets and liabilities of a company are set out conveys little to the layman unless he views it with the right "slant." Would you, therefore, be able to tell, from a balance-sheet sent to you with a view to investment, whether the present condition, and the future prospects of the concern were in a healthy state? The total of the assets side of a balance-sheet does not necessarily, entirely represent realisable assets, which the company could turn into cash at short notice. There may be included, for instance, the value of the good will, or an item called "Preliminary expenses of the formation of the company," both of which are fictitious assets in the widest possible sense.

Again, the amounts at which the various assets are valued represent what those assets are worth to the business as a going concern. No balance-sheet could ever be drawn in such a way as to portray the result of putting the business on the market at the date at which it is prepared. Assets are usually marshalled in a balance-sheet in the order in which they could be converted into liquid cash. The common practice is for companies to place their "fixed" (or working) assets first, and their floating (or more liquid) assets last, while private businesses tend to reverse this order and start off with "cash."

Liabilities, strictly speaking, should be stated in the order in which payment could be enforced. The capital of the concern would, on these lines come last, but it is the almost universal practice to place this at the head of the column. Where there is a bank overdraft or one or more of the assets which appear on the other side will usually have been pledged as security. And a note to this effect should normally appear on the face of the balance-sheet. There are still a few proprietors of businesses who cannot understand why the capital, which they own in the concern should appear among the liabilities. They overlook the fact that the balance-sheet is that of the business, and that the business owes the amount of the capital to themselves.

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THE EARTHQUAKE IN JAPAN.

THE FIRE IN TOKYO.

LETTER FROM A RESIDENT.

Tokyo, September 3d.

Tokyo is a city of the past and it may take decades to rise from its ashes to its former prosperity and importance. All Kanda, Nishinohashi-ku, Kyobashi-ku, most of Sita, Hongo, Fukagawa, Shibaki and all the lower part of Kojimachiku and the neighbouring parts of Hongo, Koishikawa and Ushigome is one vast field of smoking, smouldering ruins almost evenly from four to five feet high with only here and there a remnant of or perhaps the four walls of a whole building standing out. But amidst this desolation, some of the latest and largest buildings have either escaped entirely unharmed or are only partly damaged, as Tokyo Station, the Kogyo Ginko, the Kaiji Building, Marunouchi building and some of the other solid buildings in Marunouchi, but by no means all parts near Hibiya. The Imperial Hotel is said to be entirely unharmed, but the Central Police Station and surrounding quarter of streets, and the Imperial Theatre are completely burnt out. All Giza and Tuiji are wiped out. Of the Imperial University in Hongo curiously only all of the solid centrally situated buildings are completely burnt out: the Department of Chemistry, Law, Literature, the big library, the Institutes of Pharmacology and Bio-Chemistry, Physics and others are gone, but the buildings for Bacteriology, Anthology, Pharmacy, History (near Akasaka) and especially all the wooden-built hospital are escaped. This afternoon (Monday) when it began to rain, the patients lying under tents on every available grass plot, were being removed and one of the young assistant doctors told me with justifiable pride that not a single patient had died during these terrible days.

GOVERNMENT DEPARTMENTS DESTROYED.

Almost all the Government Departments were completely burnt down with probably but few papers saved, some are intact but I could not ascertain which. Of the large compound of the Monbusho, the buildings in which were entirely of wood, only the chimney stacks remain. The hill parts of Tokyo have mostly escaped the fire and in some of the residential suburbs the damage to the houses is even comparatively slight; damaged tiled roofs and fallen brick chimneys tops, however, are general. But the intellectual centres of Tokyo are for the present wiped out. There is no communication with the outside world except by walking ten or fifteen miles to the nearest working railway station or by the few motor cars, but gasoline is said to be running short. I hear that from tomorrow steam trains instead of electric cars will run between Idamachi via Shinjuku to Nakano and possibly the suburban line between Shinagawa and Utsuno will partly be restored in a like manner. The existing stations, other public buildings, schools, etc., are filled with refugees. Until today's rain most people even in the suburban camps before their houses in the open, as slight shelter continue, perhaps twenty or thirty per day. The streets here are full of people either lying under improvised shelters, besides a stream of people marching out with bundles from the city or on the other side of the streets going towards it. There is great lack of water, but many offered water to the passers by. The suburbs which have no waterworks have still their good wells. Nowhere, of course, is gas or electricity anywhere within Tokyo-fu.

GENERAL IMPRESSIONS.

Of the fate of places south of Tokyo nothing is known. No motor cars can get to Yokohama, as the towns along the road are all in ruins. Yokohama is said to have fared worse on the report of a few strangers who walked through from there. Of the fate of the many Tokyo people still in Kamakura, Atami, Hakone etc. nothing is known, as none so far have returned. There is no bread and little rice in Tokyo, and other provisions are getting short, saw stacks of flour and rice smouldering. Many people were pulling big lumps of ice through the streets on sleds from the ruins. I discovered that these came from the stores of the Nitto Ice Co. where the people dug them out from underneath the smouldering sawdust. In the city the street cars are all burnt on the tracks. There the streets are yet full with entanglements of wires. In unburnt sections street and railway cars are used by refugees, the cabs being spread out on the floor. I walked on the track of the electric railway from Suidobashi to Sendagaya, which is being rapidly cleared from fallen earth and masonry. Idamachi Station is an immense waste, standing trains being burnt to the ground between Suidobashi and Idamachi the bank of the track is as high as the neighbouring houses were. Apparently some people had sought refuge there, but the flames had jumped over and killed them. Their corpses were still lying between the rails or on the slope, the exposed burnt skin presenting a ghastly sight. The number of victims is not known yet. Somebody said in Honji 5,000 had been counted. He was a clerk of Mitukoshi and he said that he ran out at the first great shock (exactly at twelve). The fire did not start, he stated, before three o'clock in Nishinohashi, and at Mitukoshi not before the evening. So the probability is that short circuits, neglected kitchen stoves and gas mains are responsible for the fire gradually breaking out everywhere, and for lack of water or for other reasons nothing was done to fight the first outbreak and later it became too late. In the suburbs patrols of young men go about in turn all night long and stop everyone whom they do not know. This is certainly good, as evil characters will seek their opportunity, and moreover the prisons are said to have been emptied during the first night. If this is only another of the wild stories I do not know. Patrols of soldiers are also everywhere, waiting where they can, and just now I hear that a state of siege has been declared. At present it seems very doubtful if the people will be able to return to normal conditions within a reasonable time. All is still consternation, but no wild scenes of despair; on the contrary, there are many acts of quiet kindness and help. *Japan Chronicle.*

A SHANGHAI RESIDENT'S TRAGIC DEATH.

Mrs. S. R. Kerr, who with her young baby and sister Muriel were in Dushu at the time of the earthquake, arrived in Shanghai by the *Daiyoku*. She was accompanied by her brother Mr. H. L. Fardell, junior, who had hurried to Japan on receipt of the news of the great calamity.

A moving story of the death of Mrs. Kerr's father, Mr. H. L. Fardell, who was Language Master for six years at Shanghai Public School, was told to a *Shanghai Mercury* representative. Mr. Fardell, along with his daughter, Mrs. Rowbottom, was killed in Yokohama when the earthquake struck that ill-fated city.

At the time of the earthquake, Mr. Fardell and his daughter were shopping in the main street of Yokohama, and their car was standing outside Thompson's, the chemists. Mrs. Rowbottom was inside the shop, and Mr. Fardell waiting in the car. The shop was completely demolished, and the body of Mrs. Rowbottom was never found, the debris of the fallen building having completely covered her, and all who were in the shop at the time. Mr. Fardell and his chauffeur were killed while sitting in the car, the wall of the adjacent buildings crashing down upon him. A search party, including his son, took two days to locate the body, which was found still in the car. It is supposed that he met his death by electrocution, as a high tension wire was drawn across his throat when the body was discovered. As the remains had been lying there for four days it was impossible to remove the body, so a burial service was conducted on the spot. Such was the pathetic end of one of Shanghai's most popular and respected citizens. It is not likely, said Mr. H. L. Fardell, junior, that the body of Mrs. Rowbottom will ever be recovered.

Fortunately for Mrs. Fardell she was home at the time the great calamity happened. Had she been with her husband, she must have met the same fate. Mrs. Fardell was sitting in her room at the time, and the shock of the earthquake caused her house to collapse. She had a wonderfully narrow escape as the whole floor of her room collapsed and she fell to the room below. Luckily, she was extricated without very serious injury, though her back has been hurt to the extent that she is now laid up in bed in her son's house at 220A, Buhling Well Road.

A FURTHER LIST OF SURVIVORS.

We published yesterday a list of the foreign survivors brought away from Yokohama on the *Empress of Canada*. The list below is of the survivors who were brought away by the *President Jefferson*:

Mrs. L. Allison, Miss Edna Allison, Mr. Wm. Arab, Mr. E. Agardoff, Mr. B. W. Anderson, Mr. James Anderson, Agardoff, Mr. T. W. Anderson, Mr. Kenneth Anderson, Mr. and Mrs. H. A. Burton, Mr. and Mrs. A. E. Batsman, Mr. and Mrs. F. I. Bullentine, Mr. J. Becker, Misses E. H. and Ida Bawner, Mr. and Mrs. E. C. Blum, Mr. J. H. Brown, Mr. P. S. Bartolme, Mr. Carl Berg, Miss C. Berkman, Leo Berkman, Mr. and Mrs. Berkland, Mr. W. G. Bell, Mr. and Mrs. C. M. Bell, May H. G. Brackley, Mr. and Mrs. Binder, Mr. Oscar Blanco, Mr. M. Bruce, Miss A. F. Bruce, Mr. S. H. Bates, Mr. W. Beck, Mr. V. Busiga, Mr. W. Basil.

Mr. and Mrs. F. R. Carroll and two children, Mr. and Mrs. H. J. Collier, Mr. Geo. Christnacht, Mr. C. D. Campbell, Mr. and Mrs. C. J. Crossley and child, Mr. and Mrs. T. D. A. Cokerell, Mr. and Mrs. G. W. Colton, Marcus Colton, and Mrs. G. W. B. Cranah, Mr. and Mrs. C. Castelle, Mrs. G. Campout, Mr. G. Devin, Mrs. W. B. Devin, Miss D. Devin, Mrs. Mary C. Dreher, Mr. Chas. Dreher, Miss Freida Dermling, Mr. and Mrs. F. P. Daly and four children, Mrs. A. Demmonoff, Mr. J. B. Dixon, Jr., Mr. F. Debois, Miss A. Desbroussin, Miss Leontine de Bordes, Mr. and Mrs. R. K. Elliott, Mr. and Mrs. J. Enrique, and two children, Mr. and Mrs. E. Espino, Mr. and Mrs. H. E. Esping, Mrs. E. Elagin.

Mr. M. S. H. Frank, Mr. J. P. Fish, Mrs. G. S. Freestone and two children, Mr. C. E. Fox, Mr. E. H. Fleischman.

Mr. A. H. Governor, Mrs. C. Governor, Mr. and Mrs. Gratton and four children, Mr. and Mrs. Gorchak and son, Mr. G. W. Gabaretta, Miss L. Gabaretta, Mr. R. Gabaretta, Miss Virginia Griffith, Mr. J. Goldmann, Mr. Joe Garrett, Mr. and Mrs. N. Greenkviell and child.

Mr. R. M. Herskorts and son, Miss Jean Heller, Mrs. Huah Horne and son, Mr. D. R. Hotelling, Mr. and Mrs. G. C. Hadden, Mrs. Thos. Hawkes, Mr. and Mrs. Hoefner, Mr. J. B. Hughes, Mr. J. B. Hudson and daughter Betty, Mr. and Mrs. R. N. Haskin, Mr. and Mrs. A. Henderson, Mrs. R. K. Henderson, Mrs. A. Hlebnikova and son.

Mr. and Mrs. Hlanes and daughter, Mrs. L. Howard Jenks, Mr. and Mrs. Arthur Jackson, Mr. J. F. Jordan, Miss Ruby Kasai, Miss Alice Kildoye, Mr. and Mrs. Kinsler, Miss M. C. Knightley, Mr. J. Kaufner, Mrs. Kopyloff and son, Mr. and Mrs. Kolita and two children, Mr. W. G. Kaylor, Mr. B. S. Livingston, Miss J. V. K. Lauder, Mr. J. M. Lofin, Mr. B. E. Lawrence, Mr. Thomas Loayza, Mr. Milton K. Look, Mr. E. E. Levitsky, Miss K. Leander.

Mr. M. D. Morley, Mr. Robert McCormick, Mr. A. E. Mandell, Mrs. Edith Mandell, Mr. and Mrs. M. I. McCarthy, Master M. L. McCarthy, Jr., Mr. J. W. Myers, Mrs. Anna M. Mallory, Mr. and Mrs. F. C. Middleton, Miss Agatha Martin, Mr. and Mrs. A. D. Milne and infant, Mr. and Mrs. P. E. McCorkie, Mrs. G. J. McCloy, Miss M. McCloy, Mr. J. R. Masugama, Mr. J. W. Moore, Mr. J. Miller, Mr. C. E. Miller, Mr. and Mrs. J. M. B. Medina, Master Medina, Mr. J. M. B. Medina, Master Medina, Mr. F. H. Meas, Mr. R. C. Matheson, Mr. F. H. Meas, Mr. and Mrs. R. McCleary, Miss La McCleary, Master Dick McCleary.

Mrs. G. S. Niven and infant, Mr. R. Naiman.

Mrs. F. Ogarkoff, Misses N. and C. Ogarkoff, Prince Valeri Oucosoff, Princess Olga Oucosoff.

Mrs. Anna R. Preston, Miss Ruth Pollard, Mr. Chas. Potter, Mr. and Mrs. Geo. B. Pierce, Mr. V. Pittzen, Mr. F. Pittzen, Mr. D. N. Perry, Mr. and Mrs. L. H. Peebles and daughter, Mr. O. H. Prehaska, Mr. and Mrs. Frank Per, Mr. Henrik Poleritaki, Miss M. Pass, Mr. William Petrie, Pow Ming, Pow Mun, Master A. Preston, Mrs. E. Peperonig and three children, Mr. and Mrs. Picardo and two children, Mrs. Picardo, Mr. and Mrs. J. Quini, Miss E. Quini.

Mr. C. A. Rapko, Mr. J. T. S. Reed, Mr. Gerardo Ramero, Mr. and Mrs. J. D. Roth and three children, Mr. E. A. Rodasgo, Mr. J. G. Royo, Mr. and Mrs. B. Roberts and two children, Mr. K. Rjensetky, Mr. and Mrs. G. Renkevitch and child, Mr. A. Ropyloff, Mr. and Mrs. G. Rollini, Miss Olga Rydnik.

Mr. and Mrs. Stempersky, Mr. H. M. Starr, Mr. S. Stern, Mr. K. Shimolara, Mr. Roger S. Stiles, Mr. and Mrs. L. Stonebrink, Miss Eloise Stevens, Mr. H. A. Seelberger, Mr. Paul C. Sorely, Mrs. R. Shelley and two children, Mrs. Marta Sandberg, Mr. and Mrs. C. Stanton, Mr. and Mrs. Staverosky and baby, Mr. Nikola Shetecoff and son, Mr. and Mrs. O. Shustroff, Mrs. V. Smolanihoff and daughter, Mrs. Ellen Sokoloy, Mr. and Mrs. H. Salih, son and daughter, Mrs. Naali Shistonskai and son, Mr. J. H. da Silva, Mr. G. A. da Silva, Miss E. C. da Silva.

Mrs. Syme Thompson, Mr. and Mrs. Don Tilling and baby, Mr. Herman Thoreen and two children, Mr. H. M. Trezise, Mr. C. T. Thompson, Mr. H. Takahashi, Mrs. Tesmanitsky and two children.

Mr. C. Urusoff, Mr. B. Urusoff.

Mr. and Mrs. H. B. Van Brunt and two children, Baron and Baroness Viedinghoff, Baron Anatole Viedinghoff, Baroness Vera Viedinghoff, Mrs. E. L. Vest and child.

Mr. John S. Winch, Mr. E. H. Waugh, Miss J. Y. Walker, Mr. Wm. A. Wahl, Mr. Wm. Walcott.

Mr. and Mrs. Yarrington, Mr. Wier Yarrington, Mr. R. H. Young.

Mr. D. J. Zoloto, Mr. and Mrs. P. C. Zell.

Le Prince De Berni et De Chalais, Miss B. de Berni, Master G. de Berni, Miss M. Bourrier, Mrs. G. Canypant, Mr. A. T. Kheloni, Mr. Mike Kponetsoff, Mr. Feodor Kalpogin, Mr. Paul Kameneff, Mrs. Anna Klonikoff.

The following is a further list of survivors who were brought to Kobe by the *Steel Navigator*:

Mr. G. Alcock, Mr. E. Alcock, Mrs. Alcock, Miss Alcock, Miss K. Ahley, Mr. Arngilar, Mr. S. Asano.

Mr. S. Bruce, Mr. and Mrs. Buyers, Miss V. Bruce, Mr. F. Bruce, Mr. D. Boyne, Mr. and Mrs. Bhaghat, Mr. G. Blumherg, Mr. Bussmann.

Mr. and Mrs. F. Christen and daughter, Mrs. E. Cameron, Mrs. A. Cabeldu, Mr. and Mrs. W. Cabeldu, Master Cabeldu, Mr. and Mrs. Carter, Mr. R. F. Crawford.

Mr. and Mrs. P. Dentici and son, Miss V. Darrell, Mr. J. Dolan.

Mr. R. Ericson.

Mr. and Mrs. W. L. Farnham and three children.

Mr. F. Golden, Mr. and Mrs. J. Graciani, Mr. R. J. Graciani.

Mr. and Mrs. Holly and daughter, Mr. G. Helton, Mr. N. G. Howison, Mr. and Mrs. H. Hofer, Mr. H. Hanchel, Mr. R. Hoffmann, Mr. E. Hendelsohn.

Mr. R. Irwin.

Mrs. J. F. James and two daughters, Mr. B. Judgen.

Mrs. Olga Krynska.

Miss E. Laffin, Miss Mary Laffin, Miss Myrtle Laffin, Mr. and Mrs. F. L. Laffin, Mr. Hisey Lehmann.

Mr. A. D. Macdougall, Mr. and Mrs. D. McRae and son.

Miss Nakayama, Mr. W. Nason.

Mr. C. H. Owen.

Mr. L. Pollard, Miss P. Pollard, Mr. and Mrs. A. L. Piper, Mrs. Pigott and two daughters.

Mr. V. Schmotin, Mr. R. G. Schlaff, Mr. H. Strand.

Mr. A. Totland.

Mrs. S. H. Vile and daughter.

Mrs. S. J. Wardell, Mrs. Waddell and four children, Mr. P. A. Walker, Miss A. Watt, Miss J. Watt.

53, Queen's Road Central—Advz.

A CHAPTER OF MISFORTUNES.

AMUSING ACCIDENT ON THE PRAYA.

A remarkable series of accidents occurred at the Western end of the Praya yesterday evening, at the bend where the trains first touch the seafront after leaving the West Point locality. A car was coming round the curve in an easterly direction. A coolie was standing clear off the line by about six feet, and about a couple of feet from the edge of the sea wall. A motor car also rounded the bend in an easterly direction, and swerved to the outside of the tram-car. The coolie, who previously had been staring vacantly into space, was startled by the hooting of the car's horn, and jumped back hurriedly. As he jumped he dropped a bamboo pole he was carrying on to the leg of another coolie. The latter was hurt, and turned round giving the first man a push. This last individual was standing on one leg only, since he was still in the motion of stepping backwards, and the push made him lose his balance altogether. He was seen to disappear over the Praya, and apparently into the sea. He did not, however, fall into the water, but was lucky enough to fall into the bows of a sampan, hitting, as he did so, a sampan woman on the shoulder, and causing her to drop a tin of hot rice into the Harbour. She was not very much hurt, but her anger was roused, and she set about the coolie with an oar. The latter was unharmed, since the woman had broken his fall, and he quickly climbed a ladder back on to the Praya. The last seen of him was a swift pair of heels, his flight being followed by the vituperations of the sampan people.

SPEEDING ON A MOTOR CYCLE.

MR. H. W. CHANEY CAUTIONED.

Mr. H. W. Chaney, of Messrs. Palmer and Turner, appeared at the Magistrate's yesterday morning charged with driving his motor-cycle at an excessive speed in a control area, and with failing to reduce his speed when rounding a corner and not sounding his horn.

Sergeant Nicoll stated that he was driving a police machine with the Traffic Inspector, Mr. Kent, in his side-car, when he saw the defendant at the junction of Bonham Road and High Street. This was at about ten minutes to one in the afternoon of September 2nd, and Mr. Chaney was approaching the bend from the East. He was travelling at about twenty miles an hour, and witness did not hear him sound his horn. The police machine had to swerve sharply to the left in order to avoid a collision.

Evidence was given by the Indian constable on point duty at the junction, who stated that Mr. Chaney was going at an excessive speed, and did not sound his horn. Witness signalled him to carry on. Mr. Chaney: Why did the signal man when he thought I was going at an excessive speed? Surely it was his duty to stop me!

Witness later stated that had he not signalled Mr. Chaney on, there would almost certainly have been an accident. Defendant put it to the Court that it was almost impossible for him to take a right angle curve at a speed of twenty miles an hour, especially as he had his wife on the carrier. He went on to say that he had to sound his horn three times when he was twenty or thirty yards away from the corner before he could get the attention of the Indian. He suggested that the noise made by the sergeant's machine—a twin cylinder engine's horn—when it was sounded.

Sergeant Nicoll stated that had the defendant sounded his horn it was most probable he would have heard it. Mr. Chaney was cautioned for speeding, and fined \$5 for failing to reduce speed at the corner, and not sounding his horn.

THE EMMIGRANTS' EXCUSE.

IGNORANCE PLEA IN ARMS CASE.

A Chinese emigrant, recently returned from the United States, was charged at the Magistrate's yesterday before Mr. J. R. Wood with being in illegal possession of 820 rounds of ammunition. The ammunition was found by the police in the man's luggage.

Mr. F. C. Jenkin appeared for the defence, and pointed out to his Worship that there had been no attempt at concealment, and the reason for this was that defendant was ignorant of local regulations. He purchased the ammunition in Market Street, San Francisco, and no police formalities were required of him there.

In imposing a fine of \$50 his Worship said he took into effect the defendant's legal expenses in the case.

MERCY FOR ACE.

Found guilty of being in illegal possession of a revolver and 234 rounds of ammunition; another Chinese was fined \$500. This man also was a returned emigrant from America.

Mr. T. G. Bennett, defending, pleaded that the defendant knew nothing of local regulations. He asked his Worship to have regard to the fact that defendant was an old man, and that he had been detained in gaol for a week already.

THE SHIPPING CONTROL CONTROVERSY.

COLONIAL SECRETARY'S REPLY TO SHANGHAI CRITICS.

The *Nat. Daily News* of the 12th inst. publishes the following letter from the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E., Colonial Secretary, Hongkong:

Sir,—The letters of August 14th and 17th, from Mr. Moller and Mr. Burkill, make it evident that their disagreement with the Hongkong Government on the shipping control question is based, to a certain extent at least, upon a misunderstanding, and I therefore ask the hospitality of your columns to explain the situation as the Hongkong Government sees it.

I may in the first place take the opportunity to express the pleasure with which I have read the very kind references to myself in both letters.

I had missed the significance of previous statements regarding the use of the ships in aid of the defence of the Colony, but Mr. Moller and Mr. Burkill have now made it clear that they are under the impression that the Governor commended them under the Order-in-Council of 1896, which permitted him to "require any person to supply any animals, vehicles, ships, boats, or other personal property to the Government, if such property be required in aid of or in connection with the defence of the Colony," and, being under that impression, Mr. Moller and Mr. Burkill resent the use which was made of certain of the ships, notably the *Wallowa*, claiming that, although they were ostensibly taken in aid of or in connection with the defence of the Colony, they were in fact employed solely for purposes of profit making.

But the Governor did not requisition the ships: the ships were not taken in aid of or in connection with the defence of the Colony, but were to be used, if not otherwise required, on the owners' ordinary business; and the Order-in-Council never came into the matter at all.

ORGANIZING THE MERCANTILE MARINE.

As the war progressed, the increasing losses of tonnage emphasized more and more the vital necessity of organizing the British Mercantile Marine, in order to ensure that every ship should be used in the most economical way to meet the most pressing needs, and to enable the Shipping Controller to take with the least possible delay any vessels that might be directly required for war purposes. The Imperial Government accomplished this end by means of the Limer Requisition Scheme, which was applied in the spring of 1918 to all vessels of United Kingdom registry on Indian and Far Eastern Services, as for example the ships of the Indo-China and China Navigation Companies, and was extended in the spring of 1918 to all vessels of Singapore, Hongkong, and Shanghai registry. The Hongkong and Shanghai vessels were requisitioned by the Admiralty, were put under the control of Colonel Thomson as agent for the Shipping Controller, and were handed over to the Hongkong Government to manage. The Shipping Controller similarly handed over ships to the Peninsular and Oriental Company and other parties to manage; making use of the men and machinery on the spot instead of sending out men who already had more work than they could cope with at home.

The Hongkong Government obeyed orders—it was the Spring of 1918, a most critical period in the war—without argument as to the legal authority under which the Imperial Government was acting, and, when the owners' solicitors asked what the authority was, the Hongkong Government, not knowing the answer, referred them to the Imperial Government, stating that it was managing the ships on behalf and under instructions from the Imperial Government.

LIMER REQUISITION SCHEME.

The general policy of the Limer Requisition Scheme, as regards both vessels registered at home and vessels registered in the Far East, is outlined in the Colonial Secretary's letter of March 3rd, 1913, which is quoted in full by Mr. Moller in his recent letter. "It has been decided to bring under Government control all steamers flying the British flag which have not been requisitioned for Imperial services and which are not under the control of His Majesty's Ministry of Shipping in London. Your vessel will be brought under Government requisition and control, similar to that of vessels under the Home Limer Requisition Scheme. It is intended that so far as practicable, you should run your vessels as for yourselves, though on Government account, where your business is that of a regular, established line, it is not the desire of the Government to interfere with the nature of it or with your method of conducting it except in so far as national interests might require. The general intention is that, subject always to the instructions of the Shipping Control Committee, you should run your vessel as for yourselves, though on account of the Government, who confidently look to you to conduct the business with as much zeal and care as if your own interests were still involved."

It will be seen, and Mr. Moller who quotes these instructions should surely have realized, that there was no suggestion that the ships were commandeered in aid of or in connection with the defence of the Colony. I think that Mr. S. T. Williamson, Chairman of the Shipowners' Protection Association, will bear me out when I say that the Government gave all information in its possession to every inquirer, without reserve, and never, in Mr. Moller and Mr. Burkill had been resident in the Colony at the time there would have been no misunderstanding regarding the purpose of the Scheme, the method of requisitioning, war risk insurance, and kindred matters.

THE FINANCIAL SIDE.

As regards the financial side of the question, the continual taking of vessels for war purposes resulted in an ever increasing shortage of shipping for ordinary trade, and freight rates soared rapidly. The Imperial Government decided that it was unfair that owners whose ships had not been taken for war purposes, should reap the benefit of a rise in prices, which was due solely to the compulsory withdrawal of competing ships and was not the result of individual enterprise, and it decreed that there should be equality of treatment for all. All were to be paid on the same basis, and no owner was to be allowed to profit at the expense of the others. The Hongkong Government was not asked to express an opinion on this matter. It was definitely ordered, and the point was reiterated as a result of subsequent representations, that the remuneration of the ships which it managed must not be appreciably higher or lower than that of competing vessels registered and owned in the United Kingdom. The rates to be paid were known as Blue Book rates, with Eastern allowance, and the adequacy of this payment in ordinary circumstances may be judged in the light of Mr. Burkill's admission that the Hongkong Government gave him \$15,010 a month for the *Patriot*, which at date of requisition was chartered for \$12,000 a month. The Hongkong Government cannot agree that any owner suffered loss as a result of the scheme. It has been pointed out in my report that Mr. Moller received between \$300,000 and \$400,000 in respect of the broken charter of the *Castlefield*, and that Mr. Burkill never claimed any loss in respect of his ships.

THE LESS FAVOURABLE TREATMENT.

The Hongkong Government has from the commencement maintained the position that most of the local owners received less favourable treatment than was accorded to owners under the Imperial Scheme, for the reason that the locally managed vessels were for the most part older than competing ships and cost more in marine risk insurance, coal, and repairs, and in maintenance generally. The Imperial Government has informed the owners that it is prepared to receive further representations under this head, but it has warned them that any concession which the Hongkong Government may wish to suggest must be reviewed at home by the various departments interested in the matter, before any undertaking can be given.

The management of the Hongkong ships resulted in large profit and similarly ships under direct control from home brought in a large profit. The Imperial Government ordered that these profits must be retained by the community, and it enforced its order by the Indemnity Act at home and by the Indemnity Ordinance in Hongkong. The ultimate disposal of the money held in Hongkong has not been decided upon, but it is the intention to use it either for the benefit of shipping in Far Eastern waters or directly for the benefit of the Imperial Government.

With regard to the Indemnity Ordinance: Mr. Burkill asks why, when the owners brought their action in December, 1919, did not the Hongkong Government non-suit them by defending the action and proving that it should have been brought against the Imperial Government. This is exactly the course which the Hongkong Government proposed, but the Imperial Government decreed otherwise. Mr. Burkill was personally informed at the Colonial Office that "the Indemnity Ordinance was not a device of the Hongkong Government to meet their own special difficulties, but was passed on the instructions of His Majesty's Government, as similar Ordinances were passed in Colonies similarly situated, and were intended to carry out the deliberate intention and decision of His Majesty's Government that shipowners in Hongkong and elsewhere in the Colonies must not be placed in any way in a more favourable position than shipowners in this Country. It was only for technical reasons, not specially affecting Hongkong, that it had been decided not to apply the Imperial Indemnity Act to the Colonies." The Hongkong Ordinance was a piece of Imperial policy, and it was inconceivable that it should be disallowed.

Mr. Burkill objects to the use of the *Wallowa* on the Singapore-Rangoon run at \$110,000 a month and he states that the right course would have been to hand the ship back to the original rice charterers at \$10,000 a month. But, in accordance with the Imperial Government's instructions, the owners were to run the ship as if for themselves; the owners introduced and pressed for acceptance of the \$110,000 charter, wishing no doubt to get their 5 per cent. commission on the larger instead of on the smaller sum; other arrangements had been made for the necessary supply of rice; and the Singapore-Rangoon charter enabled the Hongkong Government both to comply with a request from the Singapore Government to supply coals to raise tin for war purposes, and also to keep open the important Rangoon connection.

A SINGAPORE ACTION.

Mr. Moller and Mr. Burkill refer to a suit successfully brought by the Eastern Steamship Company in Singapore against the Government of the Straits Settlements; they describe this action as being similar to the *Wallowa* action; and they suggest that the decision in Singapore influenced the policy as to the Indemnity Ordinance in Hongkong. There was no similarity between the two actions. The Eastern Steamship Company refused to operate their vessels under the Limer Requisition Scheme; the Governor thereupon requisitioned them with an intention that they would be removed from the Company's management; and the Court found that this expropriation, in the form in which it was carried out, was not in exercise of any of the powers conferred upon the Governor. In Hongkong no owner refused to run his ship under

(Continued at foot of next column.)

SPORT.

LAWN BOWLS.

INTERESTING MATCH AT THE KOWLOON BOWLING GREEN.

What was perhaps the most interesting match of the series of Interport friendly games played in Hongkong during the last week, was played last night at the Kowloon Bowling Green Club. True the Shanghai bowlers suffered another defeat—the most decisive one they have had (28-17)—at the hands of the Bowling Green Club, but they did not suffer disgrace. Bad luck seems to have dogged their footsteps right from the word "go" and yesterday it was especially noticeable. If they had a good lay they were sure to lose it in a most unfortunate manner. And the big margin of 11 points does not by any means signify that the Kowloon Bowling Green men were so much better than their opponents. Undoubtedly they were good but so were the Shanghai men and taking the game all round there was nothing dull or poor about it. The green was helpful to the players and where the home men seemed to have the advantage was on the long heads, which suited them admirably and there were plenty of them; whilst the shorter heads—the Shanghai favourite—were not so plentiful.

To come to the run of the play, collectively and individually both teams were good. Barr and Guy, the Nos. two and three respectively for Kowloon, were just a little unsafe at times. All the others were steady. Individually the outstanding player yesterday was Tomlinson. Throughout the week he has consistently shown good form and yesterday there was a continuance of this. Cheetham and Crawford had some keen tussles and both of them found the jack several times. Tomlinson experienced no difficulty in holding Barr whilst Shaw was just a little better than Guy but at times he was inclined to be a little on the heavy side. Both Skips were about on a par but Veitch had to make risky drives now and again to try and straighten out some misfortune or mishap which would keep cropping up. Russell could be relied upon to lay a good "wood."

The game opened in a sensational manner. Shanghai could not score and at the eighth end they had only two shots to their credit as against the Kowloon men's nineteen. They got three of the next four heads (6-21) and the spectators looked for rapid levelling out of things, but the luck would not come. At the fifteenth head by getting a much needed three the score stood at (0-23). They got going a little better in the last six heads, getting the advantage in four out of the six. In the last head by means of a drive (a means much resorted to by the Shanghai men in the latter part of the game) Shanghai scored four shots which made things look a little better on paper.

The teams were:

| SHANGHAI | KOWLOON B.C.C. |
|---------------|----------------|
| Cheetham | Crawford |
| Tomlinson | Barr |
| Shaw | Guy |
| Veitch (Skip) | Russell (Skip) |

The progressive scores were:

| No. of head. | Shots. | Total. | Shots. | Total. |
|--------------|--------|--------|--------|--------|
| 1 | — | — | 4 | 5 |
| 2 | — | — | 2 | 7 |
| 3 | — | — | 2 | 9 |
| 4 | 2 | 2 | 0 | 13 |
| 5 | — | — | 2 | 15 |
| 6 | — | — | 2 | 17 |
| 7 | — | — | 2 | 19 |
| 8 | — | — | 3 | 22 |
| 9 | 1 | 3 | 3 | 25 |
| 10 | 2 | 5 | 5 | 30 |
| 11 | — | — | 5 | 35 |
| 12 | 1 | 6 | 6 | 41 |
| 13 | — | — | 6 | 47 |
| 14 | — | — | 1 | 48 |
| 15 | 3 | 9 | — | 48 |
| 16 | 5 | 10 | — | 48 |
| 17 | — | — | 3 | 51 |
| 18 | 2 | 12 | — | 51 |
| 19 | — | — | 2 | 53 |
| 20 | 1 | 13 | — | 53 |
| 21 | 4 | 17 | — | 53 |

(Continued on next column.)

the Limer Requisition Scheme, and the Government never requisitioned a single vessel. Details of the Singapore action did not reach the Hongkong Government until some months after the Indemnity Ordinance was decided upon, and the Hongkong Government's policy was not affected thereby in any way whatsoever. Mr. Moller calls me to task for criticizing in my report his use of the word "almost immediately." He claims that he used the expression "almost immediately" and that I "omitted and overlooked the all important word 'almost'." The word "almost" does not occur in the published report of Mr. Moller's speech, and I take exception to his action in putting the blame of omitting it upon me.

NO SHIELDING.

It has been suggested that the Hongkong Government is shielding itself behind the Imperial Government in the sense that it admits that some injustice has been done, for which however the Imperial Government is to blame. The Hongkong Government shields itself behind nobody. It has published a plain statement of facts and it now adds the expression of its opinion, that so far from there being any question of blame the policy adopted although distasteful to a few individuals, was manifestly right and in the interests of the Empire as a whole.

What would Mr. Moller and Mr. Burkill have? Their ships did not even belong to an old-established line, but were acquired after the outbreak of war, and why should they, secure from the perils of the war in far-off Shanghai, be chosen out from all other British shipowners to reap the results of others' sacrifices—I am, etc.

A. G. M. FLETCHER.
Colonial Secretary's Office,
Hongkong, September 6th, 1923.

A team representing the Royal Hongkong Yacht Club Bowling Section will meet the Shanghai Interport team on the Yacht Club's rink at 3 p.m. on Friday. The following will represent the Yacht Club: W. Adamson, T. H. G. Brayfield, A. L. Shields (or C. V. Mark) and G. R. Edwards (Skip).

FOOTBALL.

COUNCIL MEETING OF THE H.K.F.A.

A Council meeting of the H.K.F.A. was held at Victoria Barracks on Monday evening, when the following were elected to serve on Committees:—

Appeals Committee.—Capt. Barrett, R.G.A., Pym, Lt. Hargreaves, R.N., Messrs. H. M. McTavish and F. Smith with the Hon. Secretary, H.K.F.A.

Referees Committee.—Messrs. F. Smith, G. Wright, H. M. McTavish and R. M. Omar, T. of S. Morris, R.N., and R.S.M. Cook, R.G.A. with Mr. G. T. May (Secretary).

LEAGUE FIXTURES.

The following are the opening matches in the Hongkong Leagues:—

| SATURDAY, SEPTEMBER 29TH. |
|--|
| Division I.—Kick-off, 5.15 p.m. |
| H.M.S. <i>Diomedé</i> v. H.M.S. <i>Tamar</i> , Navy "A" ground. |
| Kowloon v. King's Regt., Kowloon Club ground. |
| Hongkong Police v. Hongkong Police Club ground. |
| Division II.—Kick-off, 4 p.m. |
| St. Joseph's v. <i>Diomedé</i> Reserves, St. Joseph's ground. |
| Club Reserves v. King's Reserves, Club ground. |
| South China "A" v. South China "B," South China ground. |
| <i>Tamar</i> Reserves v. Kowloon Reserves, Navy "A" ground. |
| R.G.A. Reserves v. Sacred Heart, Sookunpoo "A" ground. |
| SATURDAY, OCTOBER 6TH. |
| Division I.—Kick-off, 5 p.m. |
| H.M.S. <i>Tamar</i> v. H.M.S. <i>Diomedé</i> , Sookunpoo "B" ground. |
| King's Regt. v. Kowloon, Sookunpoo "A" ground. |
| Hongkong Police v. R.G.A., Kowloon ground. |
| Division II.—Kick-off, 3.45 p.m. |
| Club de Recreio v. St. Joseph's, Kowloon ground. |
| H.M.S. <i>Diomedé</i> Res. v. South China "B," Sookunpoo "B" ground. |
| King's Reserves v. South China "A," Sookunpoo "A" ground. |

Owing to the Gymkhana taking place on October 6th it was decided that no football should be played at Happy Valley on that date.

COMPANY MEETING.

THE SANDAKAN LIGHT AND POWER CO. LTD.

The annual meeting of the Sandakan Light and Power Co., Ltd., took place at the Company's offices, St. George's Buildings, yesterday forenoon.

The chair was taken by Mr. W. A. Adamson, those present being Messrs. W. J. Hawker (of the Consulting Committee), A. L. Shields, J. Topping, F. J. Travassos, A. A. Botelho, H. H. Taylor, and Tse Tsun Tai (shareholders) and the Secretary (Mr. S. F. Chubb).

Proposing the adoption of the report and accounts, the CHAIRMAN said:—
These accounts show a loss of \$17,733.36 and for the same reason as was given you on a previous occasion, viz., the heavy interest on borrowed funds. I am glad, however, to be able to report that the loss on working account is half what it was for the previous year, that is, \$4,245.50. For the current year this account will show a profit. The cost of coal has proved a handicap, for whereas when we decided to inaugurate the Company coal was quoted at \$8.50, it has in the interval risen to \$14.50. To reduce our cost in this direction we have installed a sawdust furnace which has effected a considerable saving, but, as it has periodically to be shut down for cleaning, we have so far been unable to dispose with coal to the extent we should like. However, this should be accomplished when the second furnace, now nearing completion, is in working order, and thereafter it will only be necessary to have coal on hand in case of emergency, such as when very heavy rains make it almost impossible to get sawdust. We have now all the plant we at present require, and we do not anticipate any further expenditure in this direction for years to come. The units sold for power show an increase of 250 per cent. over the preceding year, due largely to the ice factory having adopted electric drive. We cannot expect any such increase during the current twelve months unless the timber companies make further demands for electrical power. The consumption for light purpose has gone up only ten per cent., owing to bad times having induced consumers to economize in this direction, and also to the slow growth of the town.

The CHAIRMAN then proposed the adoption of the report and accounts.

Mr. SHIELDS seconded, and the motion was carried.

Mr. Topping proposed, and Mr. TAYLOR seconded, that Messrs. W. J. Hawker and Tong Hok Ting be re-elected to the Consulting Committee.

The motion was carried.

Messrs. Percy Smith, Seth & Fleming, together with Messrs. Lowe, Bingham & Matthews, were elected auditors.

This concluded the business of the meeting.

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| GOOSEBERRIES | " | ... | .80 |
| BLACK CURRANTS | " | ... | 1.60 |
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| STRAWBERRIES | " | ... | 1.20 |

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LONDON, September 17th.
At the Oval to-day, the match between
Yorkshire (champion county) and the Rest
was drawn.
Yorkshire, in the first innings, made 430
for 4 wickets and declared. Holmes
scored, 99, Sutcliffe 74, Oldroyd 53, Rhodes
not out and Roy Klier 63 not out.
The rest compiled 273, to which J. Bryan
contributed 100.
Yorkshire had made 26 for one wicket
when tea stamps were drawn.

over the festival will be greatly
supreme
defects
nation.

the life and thought of the
(Cont

erling, issued last June, has been
history; after a short rally the
the escudo is steadily sinking
This depreciation is, in some
issued at foot of next column.)

revealed by the liquidator need
insisted upon.

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SECRETS OF A RICH RECLUSE. FORTUNE GIVEN TO THE POOR.

A remarkable personality is revealed by details of the life of Mr. Richard Charles Jackson, the 70-year-old recluse who died recently with only 6s. 8d. in his pocket and 5s. standing to his credit at the bank, though his house in Camberwell, S.E., was filled with treasures which were sold for nearly £12,000.

Mr. Jackson died in a nursing home from blood poisoning. He was about 70. He never spoke to neighbours and invariably wore long clerical robes and a skull-cap.

The house was in a disordered state when it was entered after his death. Rubbish was everywhere, while on the floors were scattered valuable books and pictures. Above the garage was a private chapel where Mr. Jackson used to worship.

Among the articles sold at the sale were more than 8,000 books, nearly 400 pictures, jewellery, vestments, a writing-table which had belonged to Carlyle, a pair of genuine Queen Anne lusters, and valuable furniture.

In his will Mr. Jackson bequeathed to the nation a pair of portraits by Rubens. At the sale a small unfinished picture by Whistler sold for £100.

Mr. Jackson was very eccentric and would not part with any of his treasures, although there is evidence that he must often have gone hungry. When he bought his house some years ago he offered the agent a beautiful diamond ring in exchange for the deeds. It was not accepted, so he told the agent to wait while he raised money on the ring.

It is stated that Mr. Jackson was once a bishop of the Greek Orthodox Church in England; was a Doctor of Divinity, and a Doctor of Philosophy.

Two Rubens pictures which Mr. Jackson bequeathed to the nation have been accepted by the National Gallery and are now on view in the Flemish Room. "They are Rubens without a doubt," an official of the National Gallery said yesterday. "and we are very glad to have them." Mr. Jackson was believed to be the original of Walter Pater's romance, "Marius the Epicurean." He used to be known in the literary world. He published many books and was deeply religious.

His collection of books included a copy of Homer published in Venice in 1525 with more than 100 woodcuts.

EMBANKMENT RAMBLES. Twenty-four years ago he presented to the Southwark Library in Walworth-road, S.E., a complete Dante library. He was once wealthy and it is recorded that he spent a fortune in giving to the poor.

Nightly during the winter "Count d'Orsay's double," as he was called, might be seen in shabby attire on the Embankment seeking out the homeless and providing them with food and shelter.

Just over a year ago Mr. Jackson was seen by an old friend searching a book-stall in Farringdon-road for a volume of "Marius the Epicurean."

Among the articles from his house which were sold, in addition to books and pictures, was a wonderful collection of Persian carpets, some rare silver plate, a quantity of cut glass, and a beautiful Seraton bookcase.

"He would not part with any of his treasures, although he was in need," said a relative.

SACERDOTAL ROBES. Mr. William Shepperley, of 63, Clapton (Common), N., writing to *The Daily Mail* as an old friend of Mr. Jackson, says he was an eccentric who lived in a world of dreams, but knew the value of his treasures. He had a delusion that he was a bishop of a Greek church in England.

"When I called to see him once he opened the door in gorgeous sacerdotal robes. I had interrupted a solemn High Mass—celebrated and served by himself on a beautiful medieval altar. His service ended, he led me to luncheon on biscuits served on exquisite Sevres china. That at times he starved amid all his artistic wealth is certain. Every pound he received he would expend in bric-a-brac or a rare edition. He had no servant, no companion in the loneliness of his big house. A few friends sent him dainties, but his life was otherwise cheerless."

LIQUID LIGHT.

REMARKABLE CLAIMS MADE BY ITS INVENTOR.

Mr. Guido Blenso, a well-known chemist, has announced in New York the invention of a radio-active light in liquid form which can be poured into a bulb and used for many years.

In a statement to the *New York Herald* Mr. Blenso said:

"Eventually this invention will make coal fuel, oils, and other power a thing of the past. It is far superior and more effective than electric light, and will probably last ten or fifteen years without attention."

He added that the United States Bureau of Mines had greatly assisted him in his experiments.

Mr. Blenso, experimenting with radio-active elements, in 1900, produced a liquid which gave a light for more than seven years before the container was broken accidentally.

BRITISH EXPERT'S COMMENT.

When asked as to the probability of Mr. Blenso's claims proving well founded, Dr. A. M. Low, the well-known inventor, said that he would not care to say that it was impossible, particularly as he had not seen any details of the invention.

There are, however, he explained, two limiting factors. Either the light given out will be very feeble and of not much practical use, or else, if it is reasonably bright, then its duration will not be worth considering.

"Of course, there are at present luminous paints, which in their liquid form are far more active than when dry, but they are in the nature of accumulators of light, and unless they are exposed to some light source from time to time will cease to radiate. Possibly, in a thousand years, such a method of providing light will be commercially possible."

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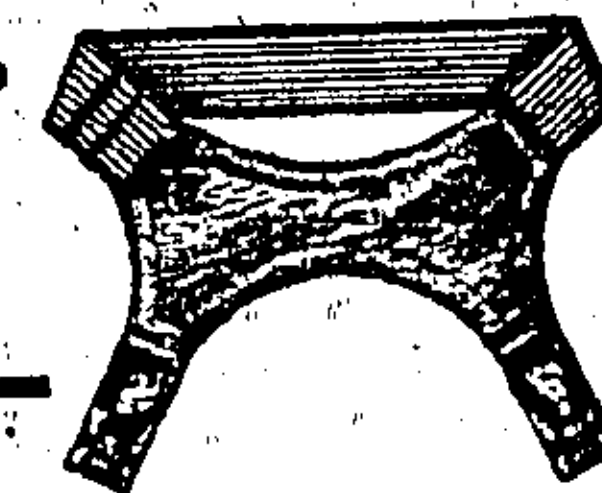
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PARIS GARTERS

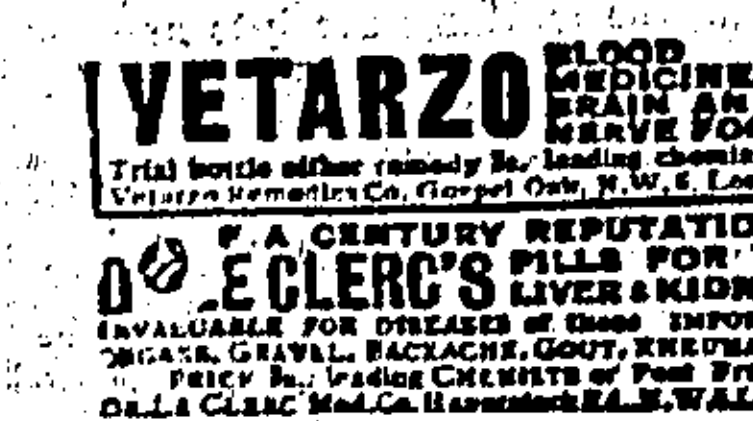
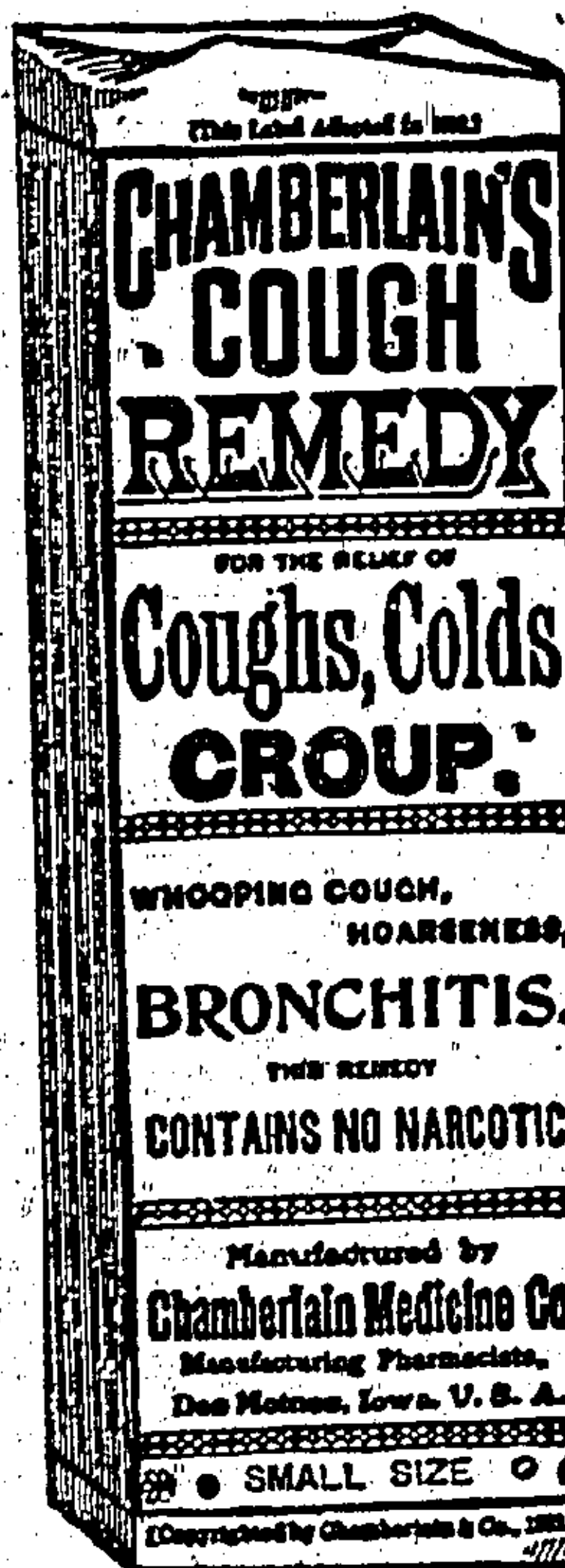
are rust-proof, insured against breakage or corrosion. They are small and neat in design, yet hold the hose with utmost security.

This is only one of the five famous reasons why discriminating men the world over insist on Paris Garters.

Do not accept an imitation—be sure to get the genuine. All good haberdashers sell Paris Garters.

A. STEIN & COMPANY Makers—Chicago, U. S. A.

Distributors: Muller & Phipps (Asia), Ltd. Hong Kong



Why Baby cries

Baby cries to let you know that all is not well with him; the poor little fellow has no other way of telling you. Health and happiness go hand in hand in babyhood, and Baby's cries usually mean that his food does not agree with him.

No food suits every baby, but the food that suits most babies is milk. The pure, rich milk of grass-fed dairy cows, it is so digestible that Baby assimilates it as easily as mother's milk. Prepared simply by adding hot, boiled water, Glaxo provides all the nourishment that Baby needs—it forms a complete food from birth.



The Super-Milk

"Builds Bonnie Babies"

the safest, purest form of milk for every milk purpose

Don't buy Baby's Food until you have seen the Glaxo Food

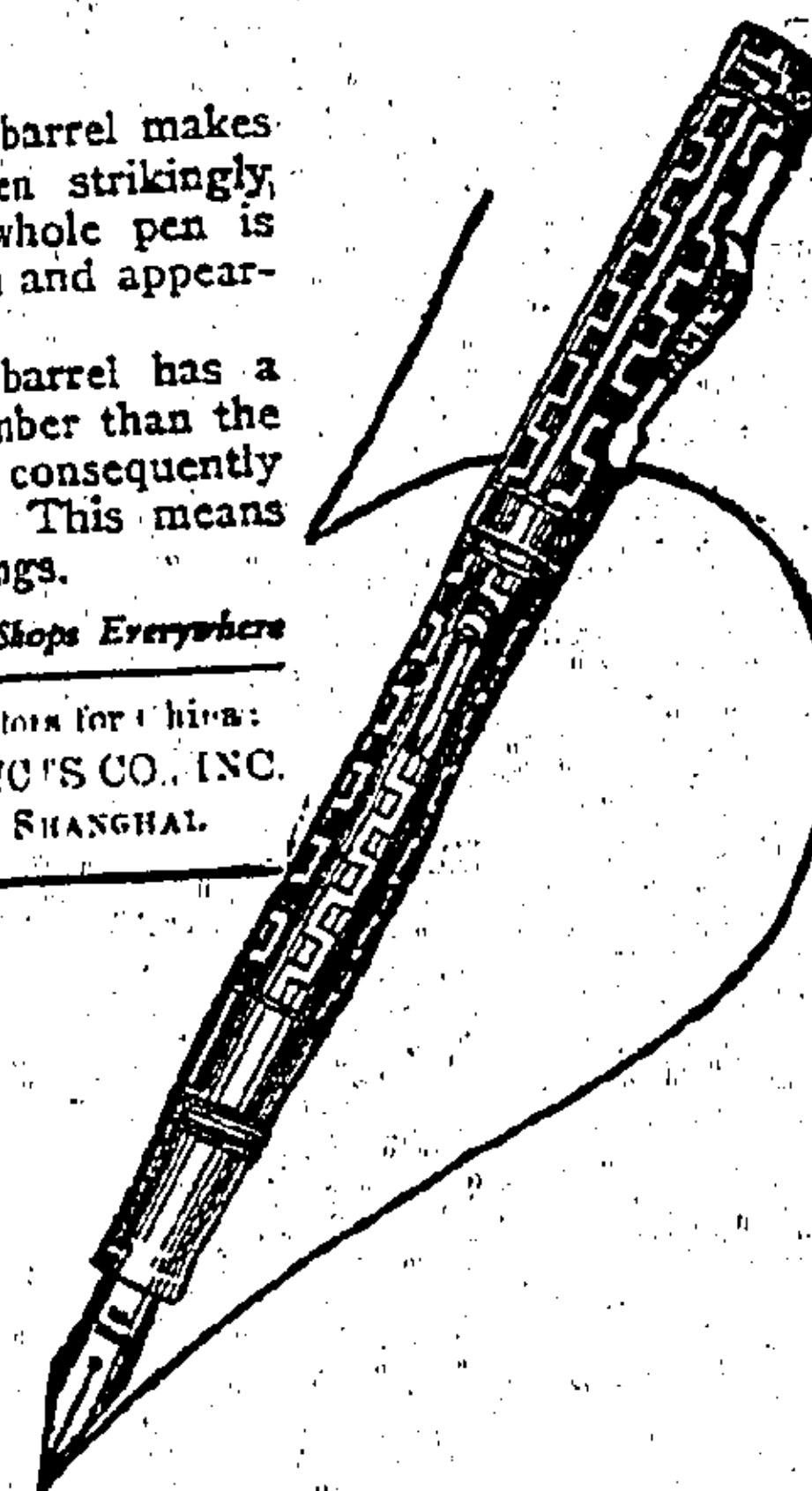
Prepared by Joseph Nathan & Co., Limited, London & New Zealand.

THE all-metal barrel makes the Wahl Pen strikingly beautiful. The whole pen is uniform in design and appearance.

The all-metal barrel has a larger inside chamber than the usual pen and consequently holds more ink. This means less frequent fillings.

For Sale at Leading Shops Everywhere

Wholesale Distributors for China: STANDARD PRODUCTS CO., INC. 14, Canton Road SHANGHAI.



WAHL PEN

Companion to

EVERSHARP



HORLICK'S MALTED MILK

FEED YOUR BODY by drinking HORLICK'S MALTED MILK, the finest Food-Drink for all Ages. By its easy assimilation it promotes a steady acceleration of nutritive nerve force and brain power. Thus it is that those who take HORLICK'S are marked by their cheerfulness and quick-grasping faculties, which enable them to overcome the strain of every day life. Made instantly by the addition of hot or cold water. Of all Chemists and Stores.

HORLICK'S MALTED MILK CO. SLOUGH, BUCKS. ENG.

CIGARETTE MACHINERY

800 Cigarettes per Minute!

PLAIN OR TIPPED ON

Our New "Triumph-Model U.G." Cigarette Machine

The phenomenal speed of this machine, its supreme simplicity and its low cost of upkeep, are due to the revolutionary improvements in its design and construction—the outcome of 40 years of experience in the manufacture of the equipment of any modern up-to-date factory. Old model machines are rapidly being replaced. The measure of your success depends on your cost of production.

Write for full particulars today on our: CIGARETTE MACHINERY, TOBACCO STEMMING MACHINES, KNIFE GRINDERS, UNITED CIGARETTE MACHINE CO., Inc., Lynchburg, Va., U. S. A. Agents For China: AMERICAN TRADING CO., 2nd, Dollar Bldg., Shanghai.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMERS | FROM | EXP. DATE | WILL LEAVE | FOR |
|------------|-------------|-----------|------------|------------------------------------|
| TJIMANOEK | JAVA | 1st Sept | 25th Sept | SINGAPORE, BELAWAN, DELI & BATAVIA |
| TJISALAK | JAVA | 21st Sept | 29th Sept | SAIGON |
| TJIPANAS | JAVA | 21st Sept | 29th Sept | SAIGON |
| CELEBOS | JAVA | 27th Sept | — | — |
| PANDJANG | JAVA | 1st Oct | 8th Oct | BATAVIA |
| TJISONDARI | NORTH CHINA | 1st Oct | 8th Oct | BATAVIA |

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ
(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland East Asia Line)
(Members of the Straits, China and Japan Conference)

Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN
Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional Bill of Lading; also to United Kingdom ports on optional Bill of Lading only.

| Arrivals from Europe | SS. "OOSTERK" | SS. "OUDERK" | SS. "OUDERK" |
|----------------------|---------------|--------------|--------------|
| 28th Sept. | ... | ... | ... |
| 23rd Oct. | ... | ... | ... |
| 20th Nov. | ... | ... | ... |

Sailings to Europe subject to alterations.

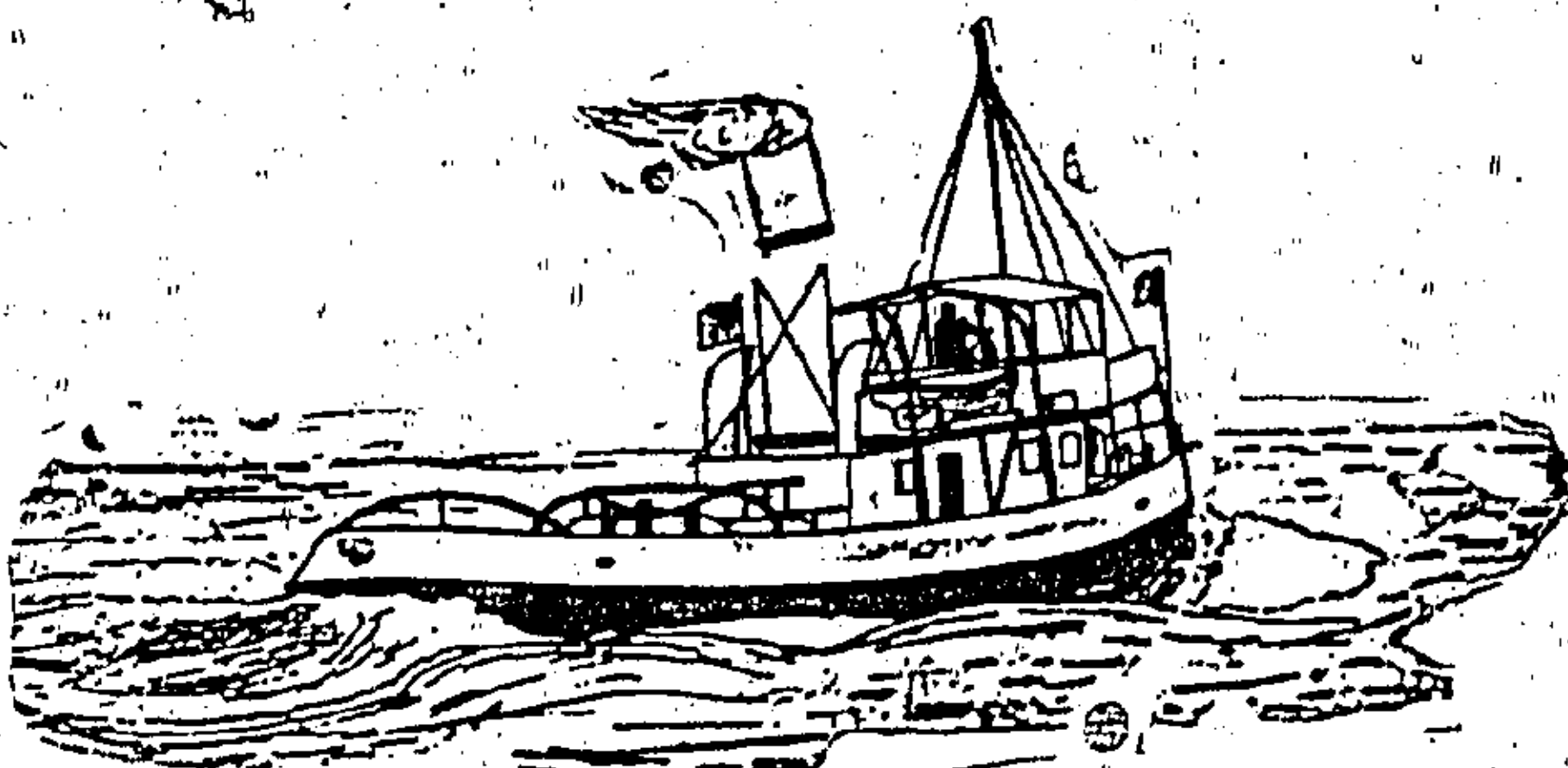
| Steamers | For | Sailing on or about |
|-----------|--|---------------------|
| KERTOSONO | Amsterdam, Rotterdam, Hamburg & Bremen | 11th Oct. |
| OOSTERK | Rotterdam, Amsterdam, Hamburg & Bremen | 20th Nov. |
| OUDERK | Amsterdam, Rotterdam, Hamburg & Bremen | 5th Dec. |

For full particulars please apply to—
JAVA-CHINA-JAPAN LIJN.
General Agents.
York Buildings

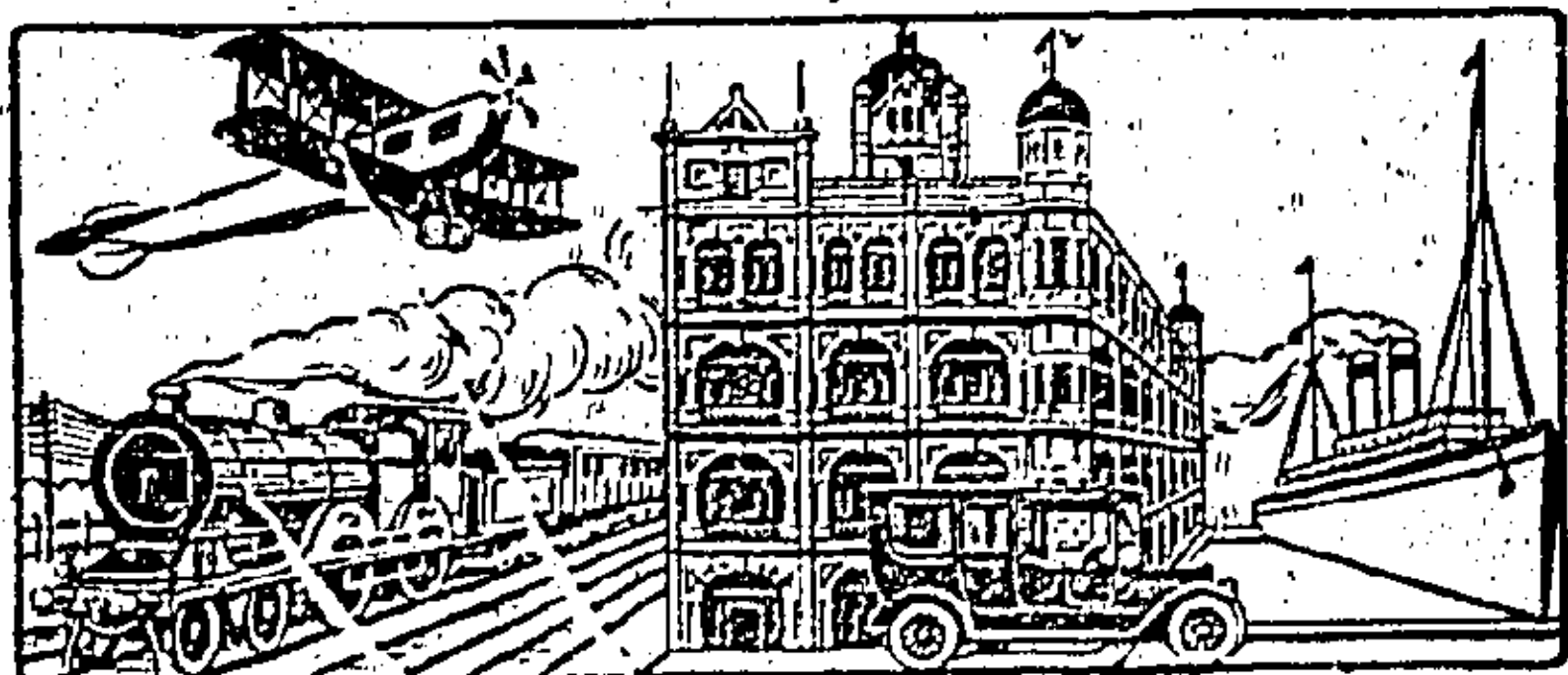
W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.



officers, makers, founders and constructional engineers and repairers.



English Varnishes

FOR
HOUSES, SALOONS OF SHIPS, RAILWAY COACHES,
MOTOR CARS, FURNITURE, LOCOMOTIVES, etc., etc.

MANUFACTURED BY THE

Oldest Firm of Varnish Makers in the World.

FULL STOCKS at our HONGKONG BRANCH.

Wilkinson, Heywood & Clark, Ltd.,
(Incorporated in the United Kingdom)
ALEXANDRA BUILDINGS, HONGKONG.

ONE HUNDRED YEARS AGO.

THE BRITISH MILITARY HAIR DRESS.

In these days of khaki uniforms and webbing equipment it is impossible to comprehend quite all it meant to be a soldier 100 years ago. Hair dressing for officers and men today is a simple procedure, but what it must have been in 1803 is indicated in the following extracts from the standing orders in the Garrison of Gibraltar for that time as reproduced in the current number of "The Journal of the Society of Army Historical Research."

"The hair of the officers to be at all times cut, in the course of the first week of every month, and no officer, by one established regimental hair dresser, who is to be responsible to do it according to this simple rule, viz.—The top to be cut as close as possible being left no longer than is necessary to admit of its being turned with curling irons of the smallest size, the back line of the top is not to exceed a line formed by passing a pack-thread from the back of one ear to that of the other vertically over the crown of the head; the hind hair to be parted from that of the top in the shape of a horse shoe which will occasion the sides to extend to half an inch behind the ear, and which, therefore, forms the parting of the top; the remainder of the hair so parted off behind the ears, is to be combed back, to grow down to one's length, from the crown and the back of the ear, so that the whole of it may into the queue; no part of the hind hair so parted off from the front, or brushed top, is to be thinned off, and none of the short hair in the neck to be cut away."

"When the hair is cut in this manner, it is then to be dressed as follows: The top and sides to be turned with irons, and combed from the ear upwards to the crown, the hind hair to be tied exactly level with the stock, which, when the officer has his coat on, should bring the top of the queue even with the bottom seam of the collar. The hair above the tie to be moderately filled and mixed with powder, and pomatum, well combed into the roots so as to look white, and prevent powder from falling out on the clothes, but not so as to appear stiff and constrained. The regulation queue, which is made so as to receive this hair, is to be at all times worn, excepting by Grenadier and Fusilier officers when they are ordered to appear in the bearskin caps, at which time they are to have plaits which are to be formed according to the following direction. The hair, in the first place, is to be tied with a string close to the head, then filled with powder and pomatum well mixed, and next, to be divided into three strands, which are to be braided as flat as possible, without appearing stiff, the plait to be turned up level with the bottom of the collar, and fixed with a comb two inches in width, which is to be placed at the top of the crown exactly where the hind hair is turned back from the top, and forms the centre of the horse shoe, the plait is to cover the whole of the comb, and at the bottom to be half an inch wider than at the top; the string with which the hair is tied, previous to its being divided for the purpose of its being plaited, is to be covered with a flash of inch wide black ribbon (as that is found to be sufficient to cover the string with which the hair is tied), and the fall down, consisting of two double and two single parts, to be five inches deep and no more."

CUTTING THE HAIR.

"The top or brush to be cut as close as the scissors can catch it, allowing the comb between that and the head; the underpart, viz., that immediately over the ear, to be left somewhat longer, so as, when rubbed up with soap and grease, and combed upwards, to look as if it was frizzled after being turned with a small curling iron. The hind hair is to be parted from the brush with a string passed from ear to ear, vertically over the top of the head the same as the officers, except that no horse shoe is to be formed, every part of the hair that comes behind the string being combed back so as to go into the queue, that which comes before it forming the brush. No whiskers to be allowed of but for drum-majors and pioneers, but the beard to be always shaved up to the top of the ear, where the side hair is to be left perfectly square and level with the corner of the eye. No part of the beard below the top of the ear, or in the neck, to be permitted to grow, as that always gives an appearance of uncleanness. N.B.—The top hair is to be regularly cut in the first week of every month, by one established hair-dresser."

DRESSING THE HAIR.

"In order to prepare the hair to receive the queue, it is first to be moderately thickened with powder and grease, both well-combed into the roots; a small pad or cushion covered with black sheepskin, and stuffed with bran, about two inches and a half in length, and of thickness proportionable to the man's hair (known by soldiers under the appellation of a mouse) is next to be placed, within-side, above the tie, so as to make it appear full and round, without spreading it too much, and in order to prevent it from splitting; but this is on no account to be placed so high as to touch the head, as that would occasion the queue to stand off from it, or make it bag at the tie, which are the two greatest faults that can be found in any soldier's head-dress. After this, the hair is to be tied exactly level with the bottom of the stock, and particular care must be taken that the tie sets close to the neck; the top hair is then to be well rubbed with soap, flour, and grease, and combed from the ear straight upwards, so as to have the appearance as if turned with curling irons, the back hair is next to be covered with soap lather, well beat up with flour in a box, until it becomes a stiff paste, which is to be laid on with a small brush (commonly called by house painters, a sash tool), and then regularly and neatly marked with a comb, the teeth of which should be about ten to the inch, each
(Continued on next column.)

BEWARE SUDDEN CHILLS!

PEPS Remove Danger Threatening Your Lungs.

Cold and chills strike with an alarming suddenness at any weak spot between throat and lungs. But only too often when these dangers are thought little about, the seeds are sown for those deadly lung ailments, pleurisy and pneumonia.

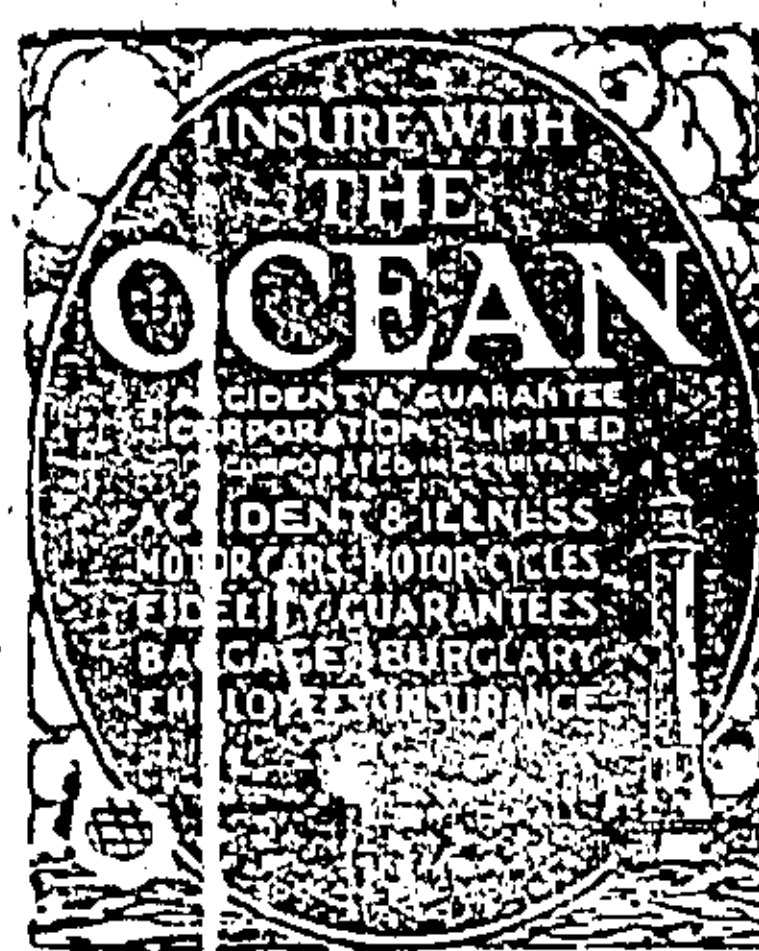
The way to safety lies in treating the early symptoms of every little cold or chill with Peps. Carry a bottle of these wonderful little tablets about with you wherever you go. Dissolve one or two in your mouth immediately you feel a tickling irritation in the throat, want to cough, feel all of a shiver or feel any other signs of cold coming on.

The soothing infection-killing Peps fumes are instantly breathed down the throat into all the vital inner parts of the bronchial tubes and lungs. They soothe and repair sore inflamed membrane, end the tickling irritation, and instantly dislodge and exterminate dangerous disease germs lodging in throat or breathing tubes.

Every Peps-laden breath strengthens your defence against throat and lung dangers, and if you are subject to bronchitis, asthma, or other chronic chest weakness, Peps gives surprising ease by loosening the stubborn plugs of phlegm, freeing your breathing and putting an end to the exhausting cough.

To see and get Peps the one real breathable remedy. Obtainable of chemists, druggists and medicine dealers everywhere.

AGENTS: Wakefield & Co.,
60, Kiangse Road, Shanghai.



SHANGHAI OFFICE:—

No. 39, PEKING ROAD, SHANGHAI.

AGENTS for Hongkong and South China:

DODWELL & CO., LTD.

TELEPH. C. 1030, 2, QUEEN'S BLDG.

mark coming directly down from the crown, where the hind hair is parted off from the top, to the tie, after which the whole hair is to be lightly powdered with a thread or cotton puff, until it is perfectly white; but not so as to fill up the marks of the comb.

"When this is done, all loose powder, that has not attached itself to the paste, where it is directed to be laid on the hind hair, is to be blown off, so that none may by chance fall on the clothes. The queue, which is to be made to receive the whole of the man's hair, and to cover the string with which it is tied, is to be fixed on, so that, when the man has his coat on, the queue may be even with the lower row of lace on the collar, and lastly the flash is to be fixed on so as to cover the top of the queue."

"For the undress, the hair is to be done according to the foregoing directions, except that the soap lather and powder are to be altogether omitted, and no part to show at all white; the marks of the comb which is used for combing the hair to be left without being smoothed down, although the marking comb is not to be used."

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

| | | |
|---------------------|---------------|----------------------------|
| TSINGTAU via SWATOW | "KWONGSANG" | Wednesday, 18th Sept, Noon |
| SHANGHAI | "LEESANG" | Friday, 21st Sept, 8 a.m. |
| HAIPHONG via HOIHOW | "YUSANG" | Friday, 21st Sept, 10 a.m. |
| SHANGHAI via SWATOW | "WINGSANG" | Friday, 21st Sept, 3 p.m. |
| MANILA | "FOOSHING" | Sunday, 23rd Sept, 10 a.m. |
| FOOCHOW | "HANGSANG" | Sunday, 23rd Sept, 2 p.m. |
| RANGKOK via SWATOW | | |
| TSINGTAU via SWATOW | "YATSHING" | Wednesday, 26th Sept, Noon |
| SHANGHAI | "MAUSANG" | Friday, 28th Sept, Noon |
| SANDAKAN | "HORANG" | Friday, 28th Sept, Noon |
| KOBE | "TUNGSHING" | Friday, 28th Sept, Noon |
| SHANGHAI via SWATOW | "CHEONGSHING" | Friday, 28th Sept, Noon |
| TIENTSIN | "CHUNSANG" | Thursday, 4th Oct., D.L. |
| BANGKOK via HOIHOW | "HOSANG" | Friday, 12th Oct., 3 p.m. |
| STRAITS & CALCUTTA | | |

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Harbin and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when Indochina steamer.

BOENZO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dairi.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Friday, 12th Oct. at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 315

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

| Vessel | Des Hongkong | Vessel | Leaves Hongkong | Discharges |
|-------------------|--------------|-----------------|-----------------|-------------------------------|
| "GLENORLE" | 28th Sept. | "PEMBROKESHIRE" | 2nd Oct. | London, Rotterdam and Hamburg |
| "CARMARTHENSHIRE" | 18th Oct. | "GLENLUCE" | 11th Oct. | Gand. |
| "GLENARNOY" | 22nd Oct. | | | |
| "GLENAPP" | 5th Nov. | | | |

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.
The Glen Line, Ltd., AGENTS.

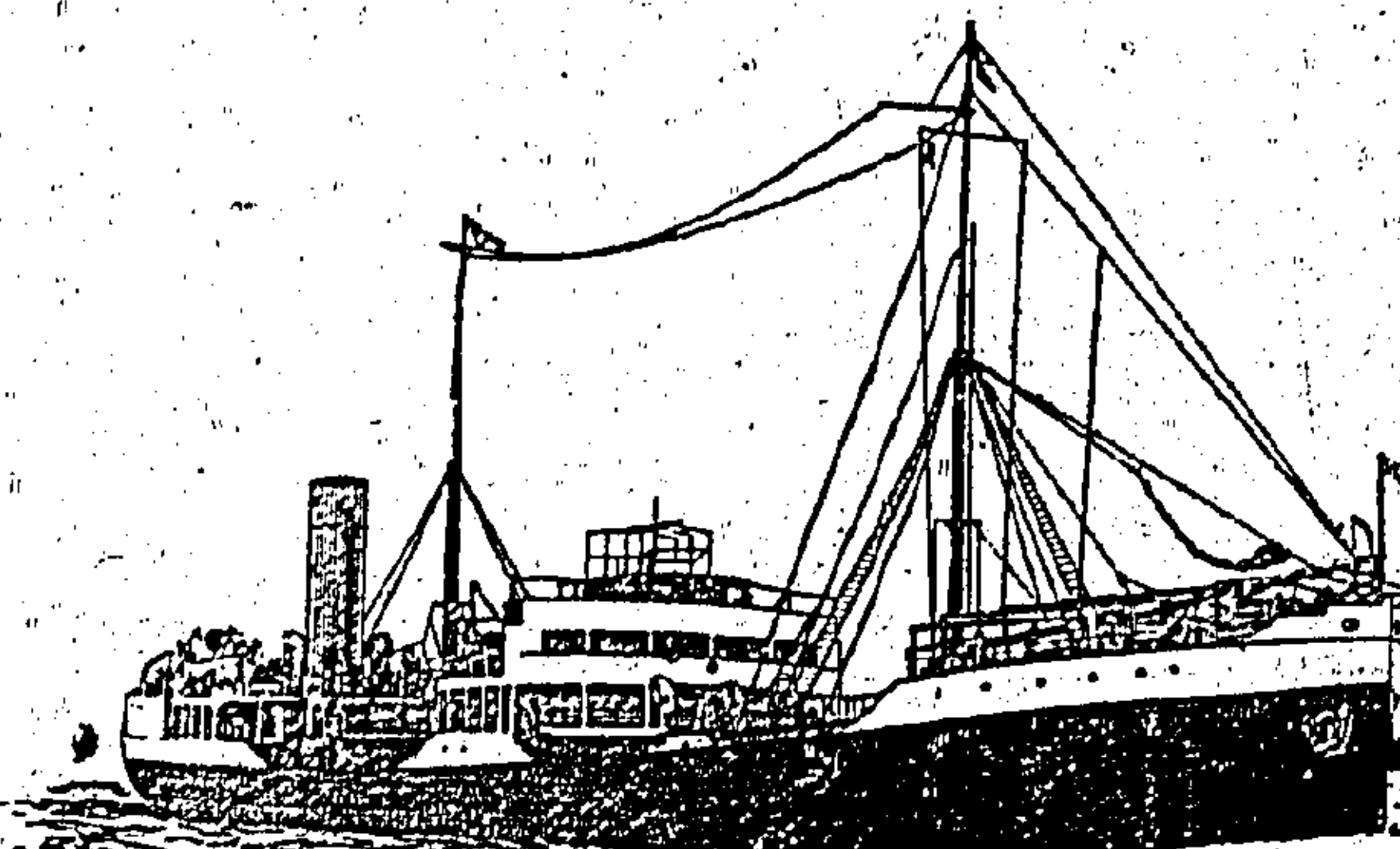
Telephone: Central No. 215 sub-ex. 23 and Central 2352.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

427' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER, E. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF KARACHI" 21st October ... Shanghai & Kobe.

HOMEWARDS.

"CITY OF NORWICH" 21st Sept. ... London, Antwerp, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class 209, 2nd Class 262
 "B" Class Steamers ... 1st Class 234, 2nd Class 276
 "C" Class Steamers ... 1st Class 256.

"A", "B" & "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to—

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(Tel. Central 750)

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HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"BELLEROPHON" ... via Suez Canal ... 30th Sept.
 "CITY OF BAGDAD" ... via Suez Canal ... 30th Sept.
 "PERSEUS" ... via Suez Canal ... 1st Oct.
 "KARONGA" ... via Suez Canal ... 15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HOLYOAK, MASSEY & CO., LTD., CANTON.

(11)

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

| Mail Steamers. | Next Sailings from Marseilles. | Pro. Arr. at Hongkong and Japan. | Probable Sailings from Hongkong for Marseilles. |
|----------------|--------------------------------|----------------------------------|---|
| ANDRE LEBON | 24th Aug. | 25th Sept. | 30th Sept. |
| AMBOISE | 7th Sept. | 8th Oct. | 1st Oct. |
| CORDILLERE | 21st Sept. | 22nd Oct. | 15th Oct. |
| ANGERS | 21st Sept. | 22nd Oct. | 15th Oct. |
| ORILLI | 21st Sept. | 22nd Oct. | 15th Oct. |
| PORRHOS | 21st Sept. | 22nd Oct. | 15th Oct. |

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 85.00.01
 B CLASS (1st Class) ... 89.00.04
 C CLASS (2nd Class) ... 62.00.04

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat).

"LECOQ" loading for HAYRE, ANTWERP & ORAN, DUNKIRK, about 13th Oct. and may eventually call at Valencia, Oran, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient indentment offers).
 Also through B/Lading issued to HELSINKI, REVAL and RIGA.
 Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG ... Capt. Ellis Walker ... Wednesday, 19th Sept., at 10 a.m.
 HAIPHONG ... Capt. J. B. Thomson ... Friday, 21st Sept., at 1 p.m.
 HAIPHONG ... Capt. W. C. Passmore ... Tuesday, 25th Sept., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blue Flag).

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DOUGLAS LARPAK & CO.,

(General Managers)

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**JAPAN COAL**

AND

GENERAL IMPORTS & EXPORTS

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Apcar and
Eastern & Australian
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(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
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 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S.S. | Tonnage | From Hongkong (about) | Destination |
|-----------------|---------|-----------------------|------------------------------------|
| "DOROGOLA" | 8,083 | 21st Sept. midnight | Mars, Gib, London & Antwerp |
| "MASTUA" | 10,941 | 14th Oct. | B'way, Mars, Gib, London & Antwerp |
| "SODAN" | 8,083 | 14th Oct. | S'pore, Penang, Colombo & B'way |
| "KARMALA" | 9,088 | 14th Oct. | Mars, Gib, London & Antwerp |
| "CALEDONIA" | 7,623 | 2nd Nov. | B'way, Mars, Gib, London & Antwerp |
| "NELLORE" | 8,553 | 2nd Nov. | Mars, Gib, London & Antwerp |
| "SICILIA" | 8,813 | 14th Nov. | S'pore, Penang, Colombo & B'way |
| "MALWA" | 14,241 | 14th Nov. | Mars, Gib, London & Antwerp |
| "NYANZA" | 7,023 | 2nd Nov. | do. |
| "KALYAN" | 9,088 | 30th Nov. | S'pore, Penang, Colombo & B'way |
| "SUDAN" | 8,083 | 11th Dec. | Mars, Gib, London & Antwerp |
| "DEVANHA" | 8,083 | 14th Dec. | B'way, Mars, Gib, London & Antwerp |
| "KAISAR-I-HIND" | 11,430 | 28th Dec. | do. |

1924.

| | | | |
|-------------|--------|------------|--------------------------|
| "KHIVA" | 9,087 | 11th Jan. | MARSEILLES & LONDON |
| "MACEDONIA" | 11,089 | 25th Jan. | via Usual Ports of Call. |
| "KASHGAR" | 8,840 | 8th Feb. | do. |
| "MOREA" | 10,911 | 22nd Feb. | do. |
| "KARMALA" | 9,088 | 7th March | do. |
| "NALDERA" | 15,993 | 21st March | do. |
| "DELTA" | 8,087 | 4th April | do. |
| "CHINA" | 7,352 | 18th April | do. |
| "KALYAN" | 9,088 | 2nd May | do. |
| "KASHMIR" | 8,980 | 16th May | do. |

BRITISH INDIA - APCAR SAILINGS

| | | | |
|----------|-------|-------------------|-------------------------------|
| "TANDA" | 6,956 | 23rd Sept. 3 p.m. | Singapore, Penang & Calcutta. |
| "TARADA" | 6,949 | 3rd Oct. | do. |

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|----------|---|
| "ARAFURA" | 6,000 | 6th Oct. | Manila, Cebu, Iloilo, Island, Townsville, Brisbane, Sydney & Melbourne. |
| "ST. ALBANS" | 4,500 | 3rd Nov. | do. |
| "EASTERN" | 4,000 | 1st Dec. | do. |

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

| | | | |
|--------------|--------|--------------------|------------------------|
| "NELLORE" | 8,553 | 23rd Sept. 10 a.m. | Shanghai, Moji & Kobe. |
| "GRACEUS" | 4,750 | 23rd Sept. | Shanghai. |
| "SUDAN" | 8,083 | 30th Sept. | Shanghai. |
| "MALWA" | 10,941 | 6th Oct. | Shanghai, Moji & Kobe. |
| "ST. ALBANS" | 4,500 | 9th Oct. | Moji & Kobe. |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the ship.

First Cabin Passengers may travel by R.I.E.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

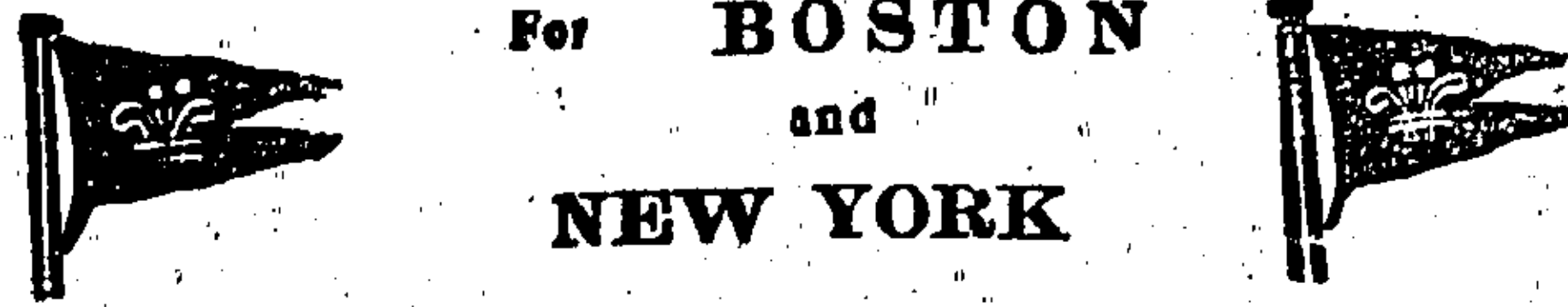
For further information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

21, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For **BOSTON**
 and
NEW YORK

S.S. "CELTIC PRINCE" ... on 30th September
 For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
 (Incorporated in Great Britain)
 Telephone: Central 2185
 Telegrams: (Furness) [21]
 51, George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
LONDON MARU ... Sunday, 30th Sept.
BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.
"CHICAGO MARU" ... Tuesday, 20th Sept.
BOMBAY—fortnightly service via Singapore and Colombo.
"BURMA MARU" ... Monday, 25th Sept.
"BORNEO MARU" ... Friday, 6th Oct.
SAIGON, HANGKONG & SINGAPORE—Regular monthly Passenger Service.
"KISHU MARU" ... Tuesday, 2nd Oct.
CALCUTTA—via Singapore & Penang.
"MALAY MARU" ... Thursday, 25th Oct.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.
"ARABIA PANAMA" ... Wednesday, 3rd Oct.
NEW YORK & PANAMA—Regular monthly service via Japan Ports, San Francisco—Passenger and Cargo Service.
"HAGUE MARU" ... Beginning of Oct.
JAPAN PORTS—Moji, Kobe & Yokohama.
"CELESTES MARU" ... Friday, 28th Sept.
"AMUR MARU" ... Monday, 2nd Oct.
KEELUNG & SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class passengers.
"KAUO MARU" ... Sunday, 23rd Sept., Noon.
"SUNA MARU" ... Sunday, 30th Sept., Noon.
TAKAO & SWATOW & AMOY ... Thursday, 27th Sept.
"BOSU MARU" ... Thursday, 4th Oct.
TAKAO & KEELUNG ... Thursday, 4th Oct.
"SOUKAIYA MARU" ... For sailing dates and further particulars, please apply to—
 Central No. 4999
 K. SHIMA, Manager

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

| Ports | Steamer | Date of Departure |
|-----------------------------|--------------|------------------------|
| SHANGHAI, CHEFOO & NEWCHANG | "ICHANG" | On 19th Sept., D.L. |
| AMOY & SHANGHAI | "KANGCHOW" | On 19th Sept., D.L. |
| JAVA via BALKI PAPAN | "TAIKOWANYI" | On 20th Sept., 9 a.m. |
| SWATOW & SHANGHAI | "CHUSAN" | On 20th Sept., 10 a.m. |
| MANILA | "SOOCHOW" | On 21st Sept., D.L. |
| WEIHAWEI, CHEFOO & TIENTSIN | "TEAN" | On 21st Sept., 4 p.m. |
| SHANGHAI & TSINGTAO | "KUEICHOW" | On 22nd Sept., D.L. |
| HOIHOW & BANGKOK | "SHANTUNG" | On 22nd Sept., D.L. |
| SWATOW & SHANGHAI | "LINAN" | On 22nd Sept., 10 a.m. |
| AMOY & SHANGHAI | "LIANGCHOW" | On 23rd Sept., 10 a.m. |
| | "LUCHOW" | On 25th Sept., D.L. |

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Mondays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 Telephone: Central 88.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

| Steamer | Arr. Hongkong from Australia | Leave Hongkong for Manila, Sandakan, & Aus. Ports |
|----------|------------------------------|---|
| "TAIWAN" | 6th October. | 11th October. |

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
 For Freight and passage apply to—
BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 Telephone: Central No. 88.

STRUTHERS & BARRY
OPERATING U.S. GOVERNMENT SHIPS.**EXPRESS FREIGHT SERVICE.**

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.
 U.S.S.B. "West Carmona" ... Due Hongkong 30th Sept.
 Leave Hongkong 1st Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ALL PACIFIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND P. I. PORTS.
 THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND SINGAPORE.
 U.S.S.B. "West Cactus" ... Due Hongkong 28th Sept.
 Leave Hongkong 30th Sept.

For Full Information Apply to
STRUTHERS AND BARRY.
 1st Floor, Queen's Building,
 Phone Central No. 3008.
 K. A. REYUM, Esq. Agent.

JAPANESE-CHINA-INDO-CHINA-STRATA & JAVA.
 Agents.

22

DODWELL & CO., LIMITED**NEW YORK BERTH**

For **BOSTON & NEW YORK via SUEZ**
 S.S. "SURUGA" ... sailing on or about 10th Oct.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUM having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.
 REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £86.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.
 S.S. "FIUME" ... sailing on or about 2nd Nov.
FOR BRINDISI, VENICE & TRIESTE
 via SINGAPORE, PENANG & COLOMBO.

S.S. "ROSANDRA" ... sailing on or about end of Sept.
 S.S. "VENEZIA" ... sailing on or about end of Oct.
 S.S. "FIUME" ... sailing on or about end of Nov.

NATAL LINE OF STEAMERS.

from CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS
 S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.
 Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO. LIMITED,
 Agents.
 Telephone Central 1030.

POST OFFICE NOTICE.

INWARD MAILS.

| From | Per | Date |
|---------------------------------------|--------------|------------|
| Swatow | Shanghai ... | 19th Sept. |
| London (letters via Birm., 21st Aug.) | Pharm ... | 19th Sept. |
| Shanghai | Amoy ... | 20th Sept. |
| Swatow | Amoy ... | 20th Sept. |
| Europe via Suez (Letters & Papers) | Nellors ... | 22nd Sept. |
| London, 23rd Aug. & Parcels 14th | Amoy ... | 22nd Sept. |
| Aug.) | Amoy ... | 22nd Sept. |
| Straits | Amoy ... | 22nd Sept. |
| JAPAN | Amoy ... | 22nd Sept. |
| U.S.A., CANADA, JAPAN AND SHANGHAI | Amoy ... | 22nd Sept. |

OUTWARD MAILS.

| For | Per | Date |
|--|----------------|----------------------------|
| Swatow, Amoy and Foochow ... | Haifong ... | Wednesday, 19th, 9.00 A.M. |
| Swatow | Kwong Sang ... | 10.30 A.M. |
| Bangkok | Amoy ... | Noon |
| Australia (not including North Queens- | Ling Nam ... | Parcels 19th, 9.00 P.M. |
| land & Northern Territory) & New | Amoy ... | Thursday, 20th, 9.00 P.M. |
| Zealand via Sydney—due Sydney 8th | Amoy ... | Registration, 10.30 A.M. |
| Oct. | Amoy ... | Letters, 10.30 A.M. |
| Swatow | Amoy ... | 9.00 A.M. |
| Straits, Ceylon, & South Africa | Amoy ... | 10.00 A.M. |
| Singapore, Ceylon, & Mauritius, L. | Amoy ... | 1.45 P.M. |
| Marques, South Africa, India | Amoy ... | 2.30 P.M. |
| via Dhanushkodi, Aden, Egypt and | Amoy ... | 1.00 P.M. |
| Europe via Marseilles—due Mar- | Amoy ... | 1.00 P.M. |
| seilles, 2nd Oct. | Amoy ... | 1.00 P.M. |
| Straits | Amoy ... | 1.00 P.M. |
| Hongkong and Haiphong ... | Amoy ... | 1.00 P.M. |
| Shanghai | Amoy ... | 1.00 P.M. |
| Swatow, Amoy and Foochow ... | Amoy ... | Friday, 21st, Noon |
| Straits, Ceylon, & South Africa | Amoy ... | Noon |
| Singapore, Ceylon, & Mauritius, L. | Amoy ... | Parcels 21st, 9.00 P.M. |
| Marques, South Africa, India | Amoy ... | Registration, 9.00 P.M. |
| via Dhanushkodi, Aden, Egypt and | Amoy ... | Letters, 9.00 P.M. |
| Europe via Marseilles—due Mar- | Amoy ... | 9.00 P.M. |
| seilles at midnight, 21st Sept. ... | Amoy ... | 1.30 P.M. |
| Manila | Amoy ... | 1.30 P.M. |

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

| | | |
|------------|------------|------------------------------|
| "MENTOR" | 25TH SEPT. | London, Rotterdam & Hamburg. |
| "AGAPENOR" | 9TH OCT. | London, Rotterdam & Dunkirk. |
| "PHEMIUS" | 16TH OCT. | London, Rotterdam & Hamburg. |
| "ATREUS" | 30TH OCT. | London, Rotterdam & Hamburg. |

LIVERPOOL SERVICE

| | | |
|---------------|------------|--|
| "KT. TEMPLAR" | 22ND SEPT. | Gen. a. Marseilles, Liverpool & Glasgow. |
| "PROMETHEUS" | 3RD OCT. | Marseilles, Harve, Liverpool & Glasgow. |
| "RHEXENOR" | 10TH OCT. | Gen. a. Marseilles & Liverpool. |

PACIFIC SERVICE

| | | |
|---------------|------------|--------------------------------|
| "PHILOCTETES" | 26TH SEPT. | Victoria, Seattle & Vancouver. |
| "TYNDAREUS" | 27TH OCT. | Victoria, Seattle & Vancouver. |

NEW YORK SERVICE

| | | |
|---------------|------------|----------------------|
| "BELLEROPHON" | 20TH SEPT. | via Suez and Boston. |
| "PERSEUS" | 5TH OCT. | via Suez and Boston. |

PASSENGER SERVICE

| | | |
|-------------|------------|-------------------------------------|
| "MENTOR" | 25TH SEPT. | for Singapore & London. |
| "TELESIAS" | 10TH OCT. | for Shanghai. |
| "TELESIAS" | 6TH NOV. | for Singapore & London. |
| "SARPEDON" | 11TH DEC. | for Singapore, Marseilles & London. |
| "PATROCLUS" | 8TH JAN. | for Singapore, Marseilles & London. |

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(John Swire & Sons, Ltd.)

AGENTS.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL U.S.\$4,000,000

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES—

HONGKONG, PEKING, TIENTSIN, HANKOW, CANTON, CAMPA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR
MANAGER.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road, Hongkong

BRANCHES: Shanghai—31, Kiang Road; Hankow—British Consulate.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swat, W. Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.—The Bank also conducts a Savings Department.

Attractive rates for all kinds of Deposits.

Inquiries are welcomed.

T. H. MAI
Manager.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE: Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU
Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

18th September, 1923.

| | | |
|--|---------------------------|---------|
| ON LONDON.— | Telegraphic Transfer ... | 3/3 |
| Bank Bills, on demand ... | 2/3 7/16 | |
| Bank Bills, at 30 days' sight ... | 3/3 | |
| Bank Bills, at 60 days' sight ... | 3/4 5/16 | |
| Credit, at 4 months' sight ... | 3/4 7/16 | |
| Documentary Bills, 4 months' sight ... | 3/4 7/16 | |
| ON PARIS.— | Bank Bills, on demand ... | 890 |
| Credit, 4 months' sight ... | 950 | |
| ON NEW YORK.— | Bank Bills, on demand ... | 52 |
| Credit, at 30 days' sight ... | 63 | |
| ON BOMBAY.— | Telegraphic Transfer ... | 169 1/2 |
| Bank Bills, on demand ... | 169 1/2 | |
| ON CALCUTTA.— | Telegraphic Transfer ... | 169 1/2 |
| Bank Bills, on demand ... | 169 1/2 | |
| ON SHANGHAI.— | Bank Bills, at sight ... | nom. |
| Private, 30 days' sight ... | 107 1/2 | |
| ON YOKOHAMA.—On demand ... | 104 1/2 | |
| ON SINGAPORE.—On demand ... | 97 1/2 | |
| ON BATAVIA.—On demand ... | 135 | |
| ON LAOY.—On demand ... | nom. | |
| ON SAIGON.—On demand ... | 81 | |
| ON HONGKONG.—On demand ... | 8.53 | |
| Gold Leaf, 100 fine, per tael ... | 48.30 | |
| BAR SILVER, per oz ... | 31 1/2 | |

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
 Authorized Capital ... \$50,000,000
 Paid-up Capital ... \$30,000,000
 Reserve Funds ... \$2,500,000
 Sterling ... \$2,500,000
 Silver ... \$2,500,000
 Reserve Liability of Proprietors \$20,000,000

Court of Directors:
 Hon. Mr. A. O. LAGO—Chairman.
 D. G. M. BERNARD, Esq.—Deputy Chairman.
 A. H. COMPTON, Esq., W. L. PATTERSON, Esq.,
 G. M. DODD, Esq., J. A. FLETCHER, Esq.,
 G. T. M. EDKINS, Esq., H. F. WHITE, Esq.

Chief Manager:
 Hon. Mr. A. G. STEVEN.

Acting Manager: Hongkong—
 J. McARTHUR, Esq.
 Manager: Shanghai—G. H. STUBBS, Esq.

LONDON BANKERS:
 WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 14th June, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of the bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION,
 A. G. STEVEN,
 Chief Manager.
 Hongkong, 14th November, 1922. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
 HEAD OFFICE—LONDON.

Paid-up Capital ... \$2,000,000
 Reserve Fund ... \$2,000,000
 Reserve Liability of Proprietors ... \$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
 A. H. FERGUSON,
 Manager.
 Hongkong, May 8th, 1923. [31]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.
 Subscribed Capital ... Frs. 73,000,000
 Paid-up Capital ... Frs. 68,400,000
 Reserve Fund ... Frs. 69,007,283.64

BRANCHES:
 Bangkok, Hongkong, Saigon, Canton, Shanghai, Peking, Tientsin, Hankow, Harbin, Yunnanfu, Hanoi, Pondicherry.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. F. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Every description of banking and exchange business transacted.
 G. LEBOUCC,
 Acting Manager.
 Hongkong, 14th Sept., 1923. [32]

The "Three Castles" Cigarettes



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3
 Authorized Capital ... \$2,000,000
 Subscribed Capital ... \$2,000,000
 Paid-up Capital ... \$2,000,000
 Reserve Fund ... \$2,000,000

BANKERS:
 THE BANK OF ENGLAND,
 THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:
 Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Shanghai, Calcutta, New York, Siam, Colombo, Karachi, Penang, Singapore, Dacca, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH:
 Every description of Banking and Exchange business transacted.
 INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
 N. C. WILSON,
 Manager.
 7, Queen's Road Central, Hongkong, May 31st, 1923. [30]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)
 Incorporated by Special Imperial Charter, 1899.
 Capital Subscribed ... Yen 60,000,000
 Capital (Paid-up) ... Yen 52,500,000
 Reserve Funds ... Yen 12,180,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:
 JAPAN: Tokyo, Yokohama, Kobe, Osaka, Moji.
 FORMOSA: Tainan, Keelung, Maiting, Nanto, Pinan, Shingchiu, Taichu, Tainan, Tamsui, Tientsin, Aki.

CHINA: Shanghai, Hankow, Kiating, Amoy, Foochow, Swatow, Canton, Others: Hongkong, Bangkok, Singapore, Siam, Batavia, Bombay, London, New York.

LONDON BANKERS:
 LONDON CREDIT WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
 Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
 S. KONDOH,
 Manager.
 HONGKONG BRANCH:
 4, Des Voeux Road, Hongkong, 7th September, 1923.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Voeux Road C., HONGKONG.
 Established 1919.
 Authorized Capital ... \$10,000,000.00
 Paid-up Capital ... 5,000,000.00
 Reserve Fund ... 500,000.00

DIRECTORS:
 Mr. PONG WAI TUNG, Chairman,
 Mr. CHOW SHOU SON,
 Mr. LI KOO CHUN, Mr. MOK CHING KONG,
 Mr. FUNG PING SHAN, Mr. WONG YUN TONG,
 Mr. P. K. KWOK, Mr. CHAN CHING SHEK,
 Mr. KAN CHIU NAM, Mr. NG CHANG LOK.

Chief Manager ... Mr. KAN TONG PO,
 Asst. Manager ... Mr. LI TSE FONG.

BRANCHES & AGENCIES—
 LONDON, NEW YORK, SAN FRANCISCO, HONGKONG, YOKOHAMA, KOBE, SAIGON, PENANG, HANKOW, BATAVIA, SORABAYA, BOMBAY, CALCUTTA.

London Bankers: The London Joint City and Midland Bank, Ltd.
 Every description of Banking and Exchange business transacted.
 Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:
 For 3 months at the rate of 5 per cent. per annum
 For 6 months at the rate of 6 per cent. per annum
 For 12 months at the rate of 7 per cent. per annum
 KAN TONG PO,
 Chief Manager.
 Hongkong, February 26th, 1923. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
 Reserve Fund ... Yen 73,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:
 Batavia, Kobe, Soerabaya, Rangoon, San Francisco, Buenos Ayres, Lyons, Los Angeles, Seattle, Manila, Shanghai, Dairen (Dalny), Nagasaki, Fukuoka, Yokohama, Newchwang, Sydney, Osaka, Tientsin, New York, Tokyo, Hankow, Peking, Tientsin, Harbin, Rio de Janeiro, Vladivostok.

Interest allowed on Current Accounts.
 Deposits received for fixed periods at rates to be obtained on application.
 T. NISHIYAMA,
 Manager.
 Hongkong, 17th Sept., 1923. [30]

Printed and Published by HENRY ADOLPHUS CARTWRIGHT for the HONGKONG DAILY PRESS, LTD., at 11, Chater Road, Victoria, Hongkong; London Office: 131, Fleet Street, E.C. 4.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)
 Established 1824.

A. Capital ... F. 100,000,000 £3,333,333
 Paid-up Capital ... F. 80,000,000 £2,666,666
 Reserve Fund ... F. 10,769,180 £1,847,433
 Special Reserve ... F. 22,660,000 £1,888,333
 Head Office—Amsterdam.

Branches at:
 The Hague—Rotterdam,
 Head Agency—Batavia.

BRANCHES:
 Batavia, Macassar, Shanghai, Bandoeng, Medan, Singapore, Bombay, Padang, Soerabaya, Calcutta, Palembang, Soerakarta, Cheribon, Pecalang, Tegal, Djember, Penang, Tjilatjap, Djokjakarta, Pontianak, Weltevreden, Kota-Badjie, Samarang.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers: The National Provincial and Union Bank of England, Ltd.
 The Bank buys and sells and receives for collection Bills of Exchange, issued letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSCHAMP,
 Agent.
 Hongkong, August 14th, 1923. [37]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
 Authorized Capital ... \$80,000,000.00
 Paid-up Capital ... 18,278,800.00
 Reserve Funds ... 9,639,425.24
 HEAD OFFICE—PEKING.

HONGKONG BRANCH: 4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: The National Provincial and Union Bank of England, Ltd.
 The Guaranty Trust Co. of New York.
 New York Bankers: The Irving National Bank.

The Equitable Trust Co., New York.
 Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.
 Loans granted on approved securities.
 Special facilities for Home Exchange.
 T. NISHIYAMA,
 Manager.
 Hongkong, September 8th, 1923. [32]